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U.S. Department of Transportation
Federal Aviation Administration

# Census of U.S. Civil Aircraft

## Calendar Year 1988

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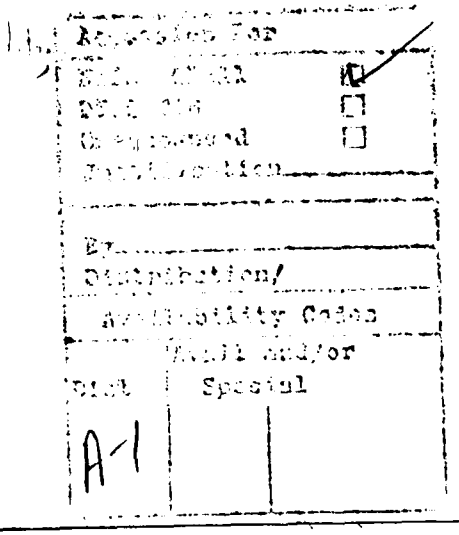
15. Supplementary Notes

This report presents information about the U.S. Civil aircraft fleet.

16. Abstract

This report presents information about the U.S. civil aircraft fleet. It includes detailed tables of air carrier aircraft and an inventory of registered aircraft by manufacturer and model, and general aviation aircraft by state and county of the owner.

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FAA Statistical Handbook of Aviation is a convenient source for historical data. It presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, Aeronautical Production & Import/Export.

| | |
|---|---|
| Reporting period: | Calendar Year |
| Latest edition: | 1987 data |
| Order from: | U.S. Government Printing Office or<br>National Technical Information Service |
| Date 1988 information will be available: | Various |
| Date next publication is scheduled: | November 1989 (1988 data) |
| Person to contact: | Patricia Beardsley |

U.S. Civil Airmen Statistics is an annual study of detailed airmen statistics. It contains calendar year statistics on pilot and nonpilots and the number of certificates issued.

| | |
|---|---|
| Reporting period: | Calendar Year |
| Latest edition: | 1988 |
| Order from: | Management Standards & Statistics Division or<br>National Technical Information Service |
| Date 1989 information is available: | February 1990 |
| Date next publication is scheduled: | March 1990 (1989 data) |
| Person to contact: | Patricia Carter |

Census of U.S. Civil Aircraft is an annual publication that includes statistical data on the registered civil fleet, air carrier aircraft, and general aviation aircraft--both registered and active, detailed reports for general aviation aircraft by owner's state and county, and registered aircraft by make and model.

| | |
|---|---|
| Reporting period: | Calendar Year |
| Latest edition: | 1988 data |
| Order from: | U.S. Government Printing Office, or National Technical Information Service |
| Date 1989 Information will be available: | May 1990 |
| Date next publication is scheduled: | August 1990 (1989 data) |
| Person to contact: | Patricia Beardsley |

FAA Air Traffic Activity furnishes terminal and en route air traffic activity information (e.g., takeoffs & landings, flight plans filed) of the National Airspace System. The data is collected/compiled from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, Approach Control Facilities, and FAA Contract-towered airports.

| | |
|---|---|
| Reporting period: | Fiscal Year |
| Latest edition: | 1988 data |
| Order from: | U.S. Government Printing Office or National Technical Information Service |
| Date 1989 information will be available: | January 1990 |
| Date next publication is scheduled: | March 1990 (1989 data) |
| Person to contact: | Nancy Trembley |

General Aviation Activity and Avionics Survey publication presents the results of the general aviation activity and avionics survey conducted to obtain information on the activity and avionics of the U.S. registered general aviation aircraft fleet. The survey reveals estimated flying time of the active general aviation aircraft, and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Estimates are included on fuel consumption, lifetime airframe hours, avionics, and engine hours.

| | |
|---|---|
| Reporting period: | Calendar Year |
| Latest edition: | 1988 data |
| Order from: | Government Printing Office or National Technical Information Service |

Date 1989 Information will be available: August 1989

Date next publication is available: October 1990 (1989 data)

Person to contact: Shung-Chai Huang

FAA Directory is published twice a year, it contains six sections of data: Washington/Region/Center headquarters' managers; field facilities' managers/ supervisors; regional area maps/organizational charts; alphabetical listing; special interest groups; and glossary.

Latest edition: May 1989
Order from: U.S. Government Printing Office

Date next publication is scheduled: October 1989

Person to contact: Alfredia Brooks

Airport Activity Statistics of Certificated Route Air Carriers is a joint publication of the Federal Aviation Administration (FAA) and the Research & Special Programs Administration (RSPA). RSPA furnishes airport activity data on certificated route air carriers; FAA organizes/publishes it. Included in the data are passenger enplanements, tons of enplaned freight, express and mail. Both scheduled/nonscheduled service and domestic/international operations shown by airport and carrier are also included. Breakdown of data includes departures/ enplanements/cargo/mail by airport, carrier & type of operation, and type of aircraft.

Reporting period: Calendar Year
Latest edition: 1987 data
Order from: Government Printing Office or National Technical Information Service

Date 1988 Information will be available: September 1989

Date next publication is available: November 1989 (1988 data)

Person to contact: Patricia Beardsley

# INTRODUCTION

The Census of U.S. Civil Aircraft is published annually by the Federal Aviation Administration. Its purpose is to serve as a reference on the U.S. civil aircraft fleet.

Chapter I shows summary information about the registered civil fleet - both active and inactive aircraft. These statistics were compiled from official records maintained by the Airmen and Aircraft Registry, Mike Monroney Aeronautical Center. The detailed counts by manufacturer and model shown in Appendix A were also developed from these registration records.

The U.S. air carrier fleet data shown in Chapter 2 were developed from monthly Aircraft/Engine Utilization Reports submitted by air carrier operators. The aircraft population shown in this chapter is not an inventory of the aircraft owned by the air carriers but represents the aircraft actually used by the air carriers.

Prior to 1987, the fleet size was the number of aircraft reported in operation by the carriers in December. Some of the carriers do not report each month. To adjust for this undercount, beginning in 1987, the fleet size is the monthly average of the number of aircraft reported in operation for the last quarter of the year. For example, if the carrier reported for two months, the fleet count is the average for the two months. If the carrier did not report any aircraft in the last quarter, there is no fleet data for that carrier.

The information about general aviation aircraft shown in Chapter 3 and Appendix B were developed from two different sources. The registered aircraft information was compiled from records at the Aeronautical Center. The state and county of the aircraft shown in Appendix B is assigned based on the registrant's address as shown on the registration records. Statistics on the number of active general aviation aircraft and flight hours were compiled using a sample survey of owners.

The Census of U.S. Civil Aircraft is prepared by the Statistical Analysis Branch, Management Standards and Statistics Division, Office of Management Systems. Suggestions and comments on the scope and content of this report are requested and will be given careful consideration in planning future editions.

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TABLE OF CONTENTS

TABLES


I. U.S. REGISTERED CIVIL AIRCRAFT..... 1

1.1 U.S. Registered Civil Aircraft - December 31, 1979-1988..... 3
1.2 Registered U.S. Civil Aircraft - December 31, 1979-1988..... 4
1.3 Distribution of Registered Aircraft by Type by Year Manufactured December 31, 1988..... 5
1.4 U.S. Registered Civil Aircraft by Maximum Gross Take-off Weight December 31, 1988..... 6
1.5 U.S. Registered Civil Aircraft, Fixed Wing Piston-Powered by Engine Power and Number of Seats December 31, 1979-1988..... 7
1.6 U.S. Registered Civil Aircraft, Fixed Wing, Turbine-Powered by Engine Power and Number of Seats December 31, 1979-1988.. 9
1.7 U.S. Registered Civil Aircraft, Rotorcraft by Engine Power and Number of Seats - December 31, 1979-1988..... 12
1.8 U.S. Registered Civil Amateur Built by Type December 31, 1979-1988..... 15

II. U.S. AIR CARRIER AIRCRAFT..... 17

2.1 Total Aircraft Reported in Operation by Air Carriers, by Type of Aircraft: December 1979 - 1988..... 19
2.2 Total Aircraft Reported in Operation by Air Carriers, by Manufacturer and Model: December 1979 - 1988..... 20
2.3 Total Flight Hours for Aircraft Reported in Operation by Air Carriers, by Manufacturer and Model: December 1979 - 1988..... 24
2.4 Total Large Aircraft Reported in Operation by Domestic, Flag, and Supplemental/Scheduled Cargo Air Carriers and Commercial Operators, by Carrier and Engine Type: December 1988..... 28
2.5 Total Small Aircraft Reported in Operation by Commuter Carriers and On-Demand Air Taxis, by Carrier and Engine Type: December 1988..... 32

III. U.S. GENERAL AIRCRAFT..... 37

3.1 Registered General Aviation Aircraft by Aircraft Type December 31, 1980-1988..... 39
3.2 U.S. Registered General Aviation Aircraft Per 1,000 Square Miles and Per 10,000 Population by FAA Region and State December 31, 1988..... 40
3.3 Average Active Pilots Per Registered General Aviation Aircraft by FAA Region and State December 31, 1988..... 45
3.4 Active General Aviation Aircraft by Aircraft Type and Primary Use - 1988..... 51
3.4A Active General Aviation Aircraft by Aircraft Type and Primary Use - 1987..... 52
3.5 Active General Aviation Aircraft by Aircraft Type - 1980-1988. 53
3.6 Active General Aviation Aircraft Total Hours Flown by Aircraft Type by Primary Use - 1988..... 54
3.6A Active General Aviation Aircraft Total Hours Flown by Aircraft Type by Primary Use - 1987..... 54
3.7 Active General Aviation Aircraft Total Hours Flown by Aircraft Type - 1980-1988..... 56
3.8 Active General Aviation Aircraft Average Hours Flown by Aircraft Type 1980-1988..... 57
3.9 Active General Aviation Aircraft and Hours Flown by FAA Region and State of Based Aircraft - 1988..... 58
3.9A Active General Aviation Aircraft and Hours Flown by FAA Region and State of Based Aircraft - 1987..... 58

## APPENDICES

### APPENDIX A.

U.S. Registered Civil Aircraft by Manufacturer and Model, Number of Seats and Power Plants as of December 31, 1988.. A-1

Summary..... A-3
Piston (Manufacturer Built)..... A-4
Turbine (Manufacturer Built)..... A-64
Rotorcraft (Manufacturer Built)..... A-82
Glider (Manufacturer Built)..... A-90
Balloon/Dirigible (Manufacturer Built)..... A-99
Amateur/Piston..... A-103
Amateur/Turbine..... A-177
Amateur/Rotorcraft..... A-178
Amateur/Glider..... A-187
Amateur/Balloon and Dirigible..... A-193

APPENDIX B.
Inventory of Aircraft Engine Manufacturer and Model as of December 31, 1988 ..... B-1

B-1 Piston ..... B-3

B-2 Turboprop ..... B-12

B-3 Turbojet ..... B-15

APPENDIX C. U.S. Registered General Aviation Aircraft by Type and State and County of Aircraft Owner as of December 31, 1988 ..... C-1

APPENDIX D. Glossary ..... D-1

## ILLUSTRATIONS

FAA Regional Boundaries ..... xiv

Average Registered General Aviation Aircraft per 1,000 Square Miles by State ..... 43

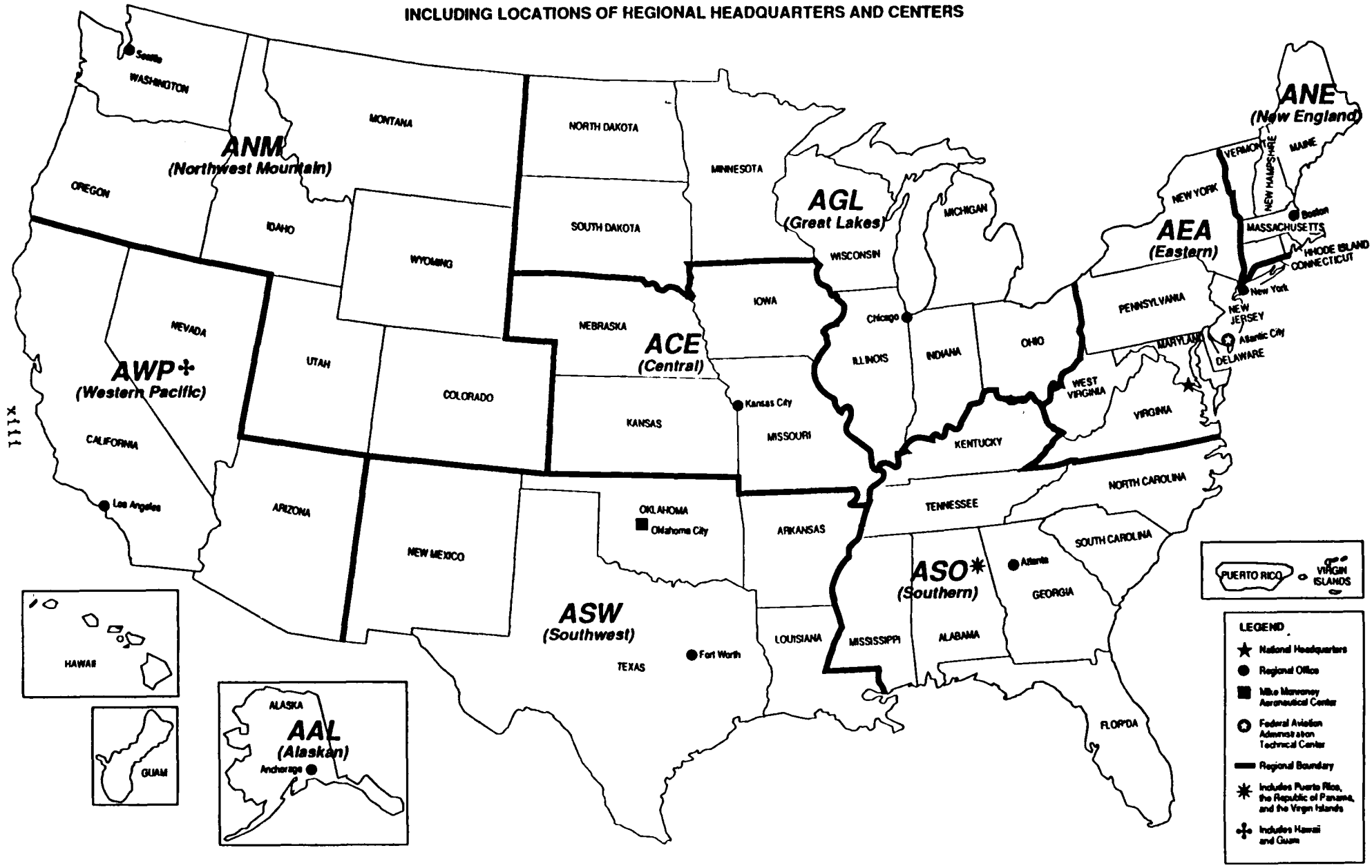
Average Registered General Aviation Aircraft per 10,000 Population by State ..... 44

Average Active Pilots per Registered General Aviation Aircraft by State ..... 48

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# FAA REGIONAL BOUNDARIES

## INCLUDING LOCATIONS OF REGIONAL HEADQUARTERS AND CENTERS



# CHAPTER I

# U.S. REGISTERED CIVIL AIRCRAFT

TABLE 1.1

U.S. REGISTERED CIVIL AIRCRAFT

DECEMBER 31, 1979-1988

| Type of Aircraft | TOTAL | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
| TOTAL | 251,516 | 259,410 | 261,570 | 258,971 | 264,866 | 271,488 | 273,979 | 275,697 | 275,082 | 272,696 |
| Fixed-Wing | 237,280 | 244,025 | 245,309 | 242,253 | 247,252 | 252,808 | 254,619 | 255,797 | 254,966 | 252,554 |
| Turbine-Powered | 9,586 | 10,603 | 11,938 | 12,843 | 13,655 | 14,590 | 15,216 | 15,610 | 15,750 | 15,649 |
| Turbojet | 5,479 | 5,869 | 6,439 | 6,871 | 7,265 | 7,760 | 8,174 | 8,466 | 8,688 | 8,702 |
| Turboprop | 4,107 | 4,734 | 5,499 | 5,972 | 6,390 | 6,830 | 7,042 | 7,144 | 7,062 | 6,947 |
| Piston-Powered | 227,694 | 233,422 | 233,371 | 229,410 | 233,597 | 238,218 | 239,403 | 240,187 | 239,216 | 236,905 |
| Multi-engine | 28,118 | 29,126 | 29,542 | 29,136 | 29,497 | 29,768 | 29,689 | 29,252 | 28,763 | 27,927 |
| Single-engine | 199,576 | 204,296 | 203,829 | 200,274 | 204,100 | 208,450 | 209,714 | 210,935 | 210,453 | 208,978 |
| Rotorcraft | 8,380 | 9,012 | 9,522 | 9,733 | 10,047 | 10,416 | 10,539 | 10,530 | 10,374 | 10,153 |
| Turbine | 3,032 | 3,509 | 4,066 | 4,448 | 4,625 | 4,900 | 4,962 | 4,920 | 4,765 | 4,528 |
| Piston | 5,348 | 5,503 | 5,456 | 5,285 | 5,422 | 5,516 | 5,577 | 5,610 | 5,609 | 5,625 |
| Gliders | 3,808 | 3,909 | 3,930 | 3,889 | 4,054 | 4,279 | 4,446 | 4,539 | 4,516 | 4,467 |
| Blimps | 10 | 11 | 8 | 10 | 11 | 11 | 13 | 16 | 20 | 15 |
| Balloons | 2,038 | 2,453 | 2,801 | 3,086 | 3,502 | 3,974 | 4,362 | 4,815 | 5,206 | 5,507 |

TABLE 1.2

REGISTERED U.S. CIVIL AIRCRAFT AS OF DECEMBER 31, 1979 THROUGH 1988

| Year | Registered Civil Aircraft | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Total | Total Air Carrier 1/ | General Aviation Aircraft | | | | | |
| | | | Total | Fixed Wing Aircraft | | | Rotocraft 2/ | Other 3/ |
| | | | | Multiengine | Single Engine | | | |
| | | | | | 4-place & over | 3-place & less | | |
| 1979 | 251,516 | 3,669 | 247,847 | 33,784 | 115,592 | 84,237 | 8,378 | 5,856 |
| 1980 | 259,410 | 3,675 | 255,735 | 39,799 | 119,193 | 85,364 | 9,007 | 6,372 |
| 1981 | 261,570 | 4,034 | 257,536 | 37,473 | 119,989 | 83,831 | 9,504 | 6,739 |
| 1982 | 258,971 | 4,226 | 254,745 | 37,524 | 118,134 | 82,396 | 9,706 | 6,985 |
| 1983 | 264,866 | 4,480 | 260,386 | 43,161 | 115,034 | 84,579 | 10,047 | 7,567 |
| 1984 | 271,488 | 4,602 | 266,886 | 39,589 | 121,979 | 86,767 | 10,287 | 8,264 |
| 1985 | 273,979 | 4,883 | 269,096 | 39,842 | 122,570 | 87,499 | 10,364 | 8,821 |
| 1986 | 275,697 | 4,086 | 271,611 | 41,009 | 122,941 | 87,988 | 10,305 | 9,368 |
| 1987 | 275,082 | 5,370 | 269,712 | 39,260 | 122,294 | 88,056 | 10,361 | 9,741 |
| 1988 | 272,696 | 5,786 | 266,910 | 37,803 | 121,121 | 87,852 | 10,145 | 9,989 |

1/Includes helicopters.

2/Includes autogiros; excludes air carrier helicopters.

3/Includes gliders, blimps, and balloons.

Table 1.3

DISTRIBUTION OF REGISTERED AIRCRAFT BY TYPE
BY YEAR MANUFACTURED

RIS MS 8050-30
AS OF DECEMBER 31, 1988

| AIRCRAFT CLASS | REGISTERED AIRCRAFT TOTAL | YEAR OF MANUFACTURE | | | | | | | | | | PAGE PRIOR 1979 | 1 UNKWN YR MFR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 | | |
| FIXED WING | | | | | | | | | | | | | |
| PISTON ENG | | | | | | | | | | | | | |
| SINGLE ENG | | | | | | | | | | | | | |
| 1-3 PLACE | 87859 | 332 | 426 | 371 | 460 | 724 | 963 | 954 | 1389 | 1247 | 2260 | 69505 | 9228 |
| 4+ PLACE | 121117 | 294 | 224 | 339 | 740 | 935 | 811 | 1223 | 3043 | 3312 | 6199 | 98735 | 5262 |
| TOTAL SINGLE ENGINE | 208976 | 626 | 650 | 710 | 1200 | 1659 | 1774 | 2177 | 4432 | 4559 | 8459 | 168240 | 14490 |
| TWO ENGINE | | | | | | | | | | | | | |
| 1-6 PLACE | 18120 | 9 | 20 | 6 | 53 | 122 | 92 | 214 | 424 | 498 | 861 | 14691 | 1130 |
| 7+ PLACE | 9405 | 7 | 1 | 3 | 11 | 58 | 66 | 95 | 350 | 383 | 523 | 6255 | 1653 |
| TOTAL TWO ENGINE | 27525 | 16 | 21 | 9 | 64 | 180 | 158 | 309 | 774 | 881 | 1384 | 20946 | 2783 |
| THREE PLUS ENGINES | 404 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 252 | 147 |
| TOTAL PISTON ENGINE | 236905 | 642 | 671 | 719 | 1265 | 1839 | 1934 | 2487 | 5206 | 5441 | 9843 | 189438 | 17420 |
| TURBOPROP ENGINE | | | | | | | | | | | | | |
| SINGLE ENGINE | 230 | 6 | 8 | 18 | 32 | 0 | 4 | 2 | 6 | 12 | 37 | 36 | 69 |
| TWO ENGINE | | | | | | | | | | | | | |
| 1-12 PLACE | 4774 | 21 | 39 | 44 | 82 | 126 | 128 | 230 | 519 | 367 | 343 | 2002 | 873 |
| 13+ PLACE | 1760 | 76 | 77 | 52 | 62 | 66 | 20 | 38 | 66 | 58 | 40 | 591 | 614 |
| TOTAL TWO ENGINE | 6534 | 97 | 116 | 96 | 144 | 192 | 148 | 268 | 585 | 425 | 383 | 2593 | 1487 |
| THREE PLUS ENGINE | 183 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 12 | 4 | 7 | 91 | 58 |
| TOTAL TURBOPROP ENGINE | 6947 | 103 | 124 | 114 | 177 | 192 | 152 | 280 | 603 | 441 | 427 | 2720 | 1614 |
| TURBOJET | | | | | | | | | | | | | |
| SINGLE ENGINE | 182 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 130 | 51 |
| TWO ENGINE | | | | | | | | | | | | | |
| 1-12 PLACE | 3208 | 46 | 40 | 38 | 72 | 100 | 80 | 75 | 205 | 140 | 176 | 1405 | 831 |
| 13+ PLACE | 2844 | 142 | 196 | 139 | 101 | 131 | 115 | 168 | 100 | 50 | 66 | 875 | 761 |
| TOTAL TWO ENGINE | 6052 | 188 | 236 | 177 | 173 | 231 | 195 | 243 | 305 | 190 | 242 | 2280 | 1592 |
| THREE PLUS ENGINE | 2468 | 20 | 26 | 8 | 6 | 15 | 16 | 40 | 75 | 120 | 103 | 1559 | 480 |
| TOTAL TURBOJET ENGINE | 8702 | 208 | 262 | 185 | 179 | 247 | 211 | 283 | 380 | 310 | 345 | 3969 | 2123 |
| TOTAL FIXED WING | 252554 | 953 | 1057 | 1018 | 1621 | 2278 | 2297 | 3050 | 6189 | 6192 | 10615 | 196127 | 21157 |
| ROTORCRAFT | | | | | | | | | | | | | |
| PISTON | 5628 | 73 | 61 | 34 | 49 | 59 | 72 | 95 | 137 | 123 | 123 | 3226 | 1579 |
| TURBINE | 4525 | 51 | 16 | 34 | 72 | 95 | 59 | 155 | 351 | 365 | 241 | 1509 | 1577 |
| TOTAL ROTORCRAFT | 10153 | 124 | 77 | 68 | 121 | 154 | 131 | 250 | 488 | 485 | 364 | 4735 | 3156 |
| OTHER AIRCRAFT | 9989 | 111 | 290 | 203 | 188 | 365 | 430 | 389 | 556 | 442 | 615 | 4282 | 2118 |
| TOTAL AIRCRAFT | 272696 | 1188 | 1424 | 1289 | 1930 | 2797 | 2858 | 3689 | 7233 | 7119 | 11594 | 205144 | 26431 |

TABLE 1.4

U.S. REGISTERED CIVIL AIRCRAFT

BY

MAXIMUM GROSS TAKE-OFF WEIGHT

DECEMBER 31, 1988

| Type of Aircraft | Total | 0-1,000 | 1,001-2,500 | 2,501-4,000 | 4,001-6,000 | 6,001-12,500 | 12,501-20,000 | 20,001-50,000 | 50,0011-100,000 | 100,001 or More |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 272,696 | 21,165 | 128,515 | 77,997 | 16,340 | 17,369 | 3,249 | 3,017 | 637 | 4,407 |
| Fixed Wing—total | 252,554 | 12,914 | 121,785 | 75,117 | 15,713 | 16,359 | 2,770 | 2,988 | 637 | 4,271 |
| Piston—total | 236,905 | 12,907 | 121,724 | 74,862 | 15,618 | 9,938 | 260 | 1,004 | 279 | 313 |
| Single-engine | 208,978 | 12,890 | 121,444 | 69,959 | 1,782 | 2,566 | 133 | 3 | — | 201 |
| Multiengine | 27,927 | 17 | 280 | 4,903 | 13,836 | 7,372 | 127 | 1,001 | 279 | 112 |
| Turboprop—total | 6,947 | 1 | 51 | 65 | 61 | 5,529 | 462 | 634 | 64 | 80 |
| Single-engine | 230 | 1 | 6 | 46 | 39 | 138 | — | — | — | — |
| Multiengine | 6,717 | — | 45 | 19 | 22 | 5,391 | 462 | 634 | 64 | 80 |
| Turbojet—total | 8,702 | 6 | 10 | 190 | 34 | 892 | 2,048 | 1,350 | 294 | 3,878 |
| Single-engine | 182 | 6 | 8 | — | 7 | 117 | 31 | 12 | — | 1 |
| Multiengine | 8,520 | — | 2 | 190 | 27 | 775 | 2,017 | 1,338 | 294 | 3,877 |
| Rotorcraft—total | 10,153 | 1,744 | 3,413 | 2,849 | 614 | 920 | 479 | 28 | — | 106 |
| Piston | 5,625 | 1,730 | 2,179 | 1,273 | 15 | 160 | 149 | 13 | — | 106 |
| Turbine | 4,528 | 14 | 1,234 | 1,576 | 599 | 760 | 330 | 15 | — | — |
| Other—total | 9,989 | 6,507 | 3,317 | 31 | 13 | 90 | — | 1 | — | 30 |

TABLE 1.5

U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, PISTON-POWERED

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 227,694 | 233,422 | 233,371 | 229,410 | 233,597 | 238,218 | 239,403 | 240,187 | 239,216 | 236,905 |
| 1-engine | 199,576 | 204,296 | 203,829 | 200,274 | 204,100 | 208,450 | 209,714 | 210,935 | 210,453 | 208,978 |
| Up to 100 hp | 50,731 | 50,685 | 50,295 | 49,463 | 50,745 | 52,811 | 53,901 | 55,710 | 55,618 | 58,474 |
| 101-200 hp | 88,108 | 90,831 | 90,654 | 86,825 | 90,520 | 91,805 | 92,054 | 91,708 | 91,610 | 91,151 |
| 201-400 hp | 55,760 | 57,863 | 58,157 | 57,248 | 58,288 | 59,248 | 59,176 | 58,973 | 58,683 | 54,397 |
| 401-600 hp | 4,641 | 4,618 | 4,430 | 4,351 | 4,344 | 4,384 | 4,379 | 4,332 | 4,328 | 4,478 |
| 601-800 hp | 88 | 81 | 78 | 74 | 3 | 3 | 3 | 3 | 3 | 91 |
| 801-1,000 hp | 1 | 1 | 1 | 8 | 2 | 1 | 1 | 1 | 1 | 8 |
| 1,001-1,500 hp | 173 | 151 | 148 | 210 | 131 | 130 | 130 | 133 | 135 | 270 |
| 1,501-2,000 hp | 16 | 14 | 13 | 41 | 12 | 12 | 14 | 15 | 18 | 51 |
| 2,001-2,500 hp | 58 | 52 | 53 | 53 | 54 | 55 | 55 | 59 | 56 | 57 |
| 3,001-4,000 hp | — | — | — | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2-engine | 27,661 | 28,677 | 29,116 | 28,710 | 29,073 | 29,334 | 29,265 | 28,847 | 28,360 | 27,525 |
| Up to 100 hp | 2,495 | 2,859 | 3,157 | 3,105 | 3,233 | 3,454 | 3,554 | 3,648 | 3,612 | 6,318 |
| 101-200 hp | 4,022 | 4,057 | 4,025 | 3,873 | 3,928 | 3,942 | 3,928 | 3,883 | 3,847 | 3,746 |
| 201-400 hp | 18,731 | 19,462 | 19,782 | 19,581 | 19,993 | 20,062 | 19,956 | 19,539 | 19,163 | 15,562 |
| 401-600 hp | 1,594 | 1,537 | 1,446 | 1,331 | 1,316 | 1,286 | 1,262 | 1,223 | 1,203 | 1,185 |
| 601-800 hp | 2 | 2 | — | 9 | — | — | — | — | — | 9 |
| 801-1,000 hp | — | — | — | 8 | — | — | — | — | — | 4 |
| 1,001-1,500 hp | 456 | 414 | 399 | 463 | 336 | 328 | 320 | 310 | 301 | 403 |
| 1,501-2,000 hp | 1 | 1 | 1 | 53 | 1 | 1 | — | — | — | 60 |
| 2,001-2,500 hp | 357 | 342 | 303 | 273 | 264 | 260 | 244 | 243 | 233 | 228 |
| 3,001-4,000 hp | 3 | 3 | 3 | 14 | 2 | 1 | 1 | 1 | 1 | 10 |
| 3-engine | 19 | 22 | 22 | 28 | 30 | 33 | 36 | 34 | 33 | 29 |
| Up to 100 hp | 6 | 9 | 6 | 10 | 15 | 17 | 16 | 16 | 16 | 10 |
| 201-400 hp | 5 | 5 | 7 | 9 | 8 | 9 | 13 | 11 | 10 | 12 |
| 401-600 hp | 8 | 8 | 9 | 9 | 7 | 7 | 7 | 7 | 7 | 7 |
| 4-engine | 438 | 427 | 404 | 398 | 394 | 401 | 388 | 371 | 370 | 373 |
| Up to 100 hp | 212 | 211 | 201 | 141 | 217 | 226 | 212 | 219 | 221 | 148 |
| 201-400 hp | 45 | 45 | 43 | 43 | 41 | 41 | 40 | 23 | 22 | 37 |
| 401-600 hp | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | — | — |
| 601-800 hp | 1 | 1 | 1 | 1 | — | — | — | — | — | 1 |
| 1,001-1,500 hp | 56 | 49 | 45 | 57 | 39 | 42 | 45 | 43 | 42 | 56 |
| 1,501-2,000 hp | — | - | 1 | 7 | 1 | 1 | — | — | — | 5 |

TABLE 1.5 (continued)

U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, PISTON-POWERED

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| 2,001-2,500 hp | 117 | 114 | 104 | 102 | 94 | 89 | 89 | 84 | 84 | 85 |
| 2,501-3,000 hp | — | — | 1 | 1 | — | — | — | — | — | 1 |
| 3,001-4,000 hp | 5 | 5 | 6 | 45 | 1 | 1 | 1 | 1 | 1 | 40 |
| By Number of Seats: | | | | | | | | | | |
| 1-engine | 199,576 | 204,296 | 203,829 | 200,274 | 204,100 | 208,450 | 209,714 | 210,935 | 210,453 | 208,978 |
| 1-3 seats | 84,011 | 85,127 | 83,832 | 82,158 | 84,326 | 86,502 | 87,198 | 87,989 | 88,082 | 87,861 |
| 4-5 seats | 97,599 | 99,961 | 99,933 | 97,954 | 99,168 | 100,720 | 101,147 | 101,476 | 101,085 | 100,149 |
| 6-19 seats | 17,964 | 19,206 | 20,062 | 20,160 | 20,604 | 21,226 | 21,368 | 21,468 | 21,284 | 20,966 |
| 20-49 seats | — | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 |
| 2-engine | 27,661 | 28,677 | 29,116 | 28,710 | 29,073 | 29,334 | 29,265 | 28,847 | 28,360 | 27,525 |
| 1-6 seats | 18,098 | 18,621 | 18,717 | 18,471 | 18,693 | 18,923 | 18,897 | 18,718 | 18,523 | 18,120 |
| 7-11 seats | 8,385 | 8,911 | 9,311 | 9,244 | 9,381 | 9,392 | 9,356 | 9,126 | 8,858 | 8,456 |
| 12-19 seats | 180 | 178 | 161 | 143 | 143 | 138 | 136 | 139 | 138 | 139 |
| 20-49 seats | 795 | 770 | 744 | 680 | 687 | 713 | 715 | 710 | 697 | 680 |
| 50 seats and over | 203 | 197 | 183 | 172 | 169 | 168 | 161 | 154 | 144 | 130 |
| 3-engine | 19 | 22 | 22 | 28 | 30 | 33 | 36 | 34 | 33 | 29 |
| 1-6 seats | 2 | 2 | — | — | — | — | — | — | 1 | — |
| 7-11 seats | 2 | 2 | 2 | 5 | 6 | 6 | 8 | 6 | 6 | 6 |
| 12-19 seats | 11 | 14 | 16 | 19 | 20 | 23 | 25 | 25 | 23 | 21 |
| 20-49 seats | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 2 |
| 4-engine | 438 | 427 | 404 | 398 | 394 | 401 | 388 | 371 | 370 | 373 |
| 1-6 seats | 9 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 11 | 9 |
| 7-11 seats | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 12-19 seats | 48 | 46 | 45 | 47 | 44 | 45 | 45 | 27 | 26 | 40 |
| 20-49 seats | 26 | 21 | 21 | 19 | 18 | 18 | 16 | 17 | 18 | 18 |
| 50 seats and over | 351 | 348 | 326 | 320 | 319 | 325 | 314 | 314 | 312 | 303 |

TABLE 1.6

U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, TURBINE-POWERED

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 9,586 | 10,603 | 11,938 | 12,843 | 13,655 | 14,590 | 15,216 | 15,610 | 15,750 | 15,649 |
| By total pounds of thrust: | | | | | | | | | | |
| Turbojet | 5,479 | 5,869 | 6,439 | 6,871 | 7,265 | 7,760 | 8,174 | 8,466 | 8,688 | 8,702 |
| 1-engine | 185 | 179 | 171 | 156 | 165 | 181 | 186 | 191 | 202 | 182 |
| Up to 3,000 | 120 | 117 | 108 | 102 | 129 | 142 | 141 | 146 | 159 | 109 |
| 3,001-4,000 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 |
| 4,001-5,000 | 12 | 11 | 10 | 9 | 11 | 10 | 10 | 11 | 10 | 10 |
| 5,001-7,500 | 47 | 44 | 43 | 31 | 17 | 21 | 27 | 26 | 25 | 43 |
| 7,501-10,000 | 3 | 4 | 5 | 10 | 5 | 5 | 5 | 5 | 5 | 7 |
| over 10,000 | 1 | 1 | 3 | 2 | 1 | — | 1 | 1 | 1 | 10 |
| 2-engine | 3,093 | 3,411 | 3,898 | 4,333 | 4,705 | 5,139 | 5,557 | 5,816 | 5,967 | 6,052 |
| Up to 2,000 | 624 | 766 | 1,024 | 1,233 | 1,697 | 1,896 | 2,121 | 2,463 | 2,373 | 1,706 |
| 2,001-2,500 | 318 | 378 | 474 | 569 | 567 | 608 | 640 | 619 | 621 | 709 |
| 2,501-3,000 | 639 | 643 | 633 | 627 | 629 | 632 | 623 | 607 | 588 | 553 |
| 3,001-4,000 | 262 | 342 | 374 | 387 | 313 | 343 | 346 | 340 | 328 | 200 |
| 4,001-5,000 | 255 | 265 | 272 | 250 | 244 | 240 | 235 | 225 | 208 | 177 |
| 5,001-7,500 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7,501-10,000 | 1 | 1 | 2 | 3 | 1 | 1 | 1 | — | — | 29 |
| 10,001-12,500 | 277 | 277 | 294 | 304 | 57 | 57 | 59 | 58 | 58 | 322 |
| 12,501-15,000 | 488 | 498 | 519 | 542 | 571 | 579 | 576 | 579 | 587 | 565 |
| 15,000 plus | 228 | 240 | 305 | 417 | 625 | 783 | 955 | 924 | 1,223 | 1,790 |
| 3-engine | 1,310 | 1,390 | 1,494 | 1,574 | 1,597 | 1,655 | 1,677 | 1,703 | 1,721 | 1,723 |
| Up to 10,000 | 142 | 222 | 227 | 227 | 346 | 393 | 400 | 432 | 442 | 308 |
| 10,001-20,000 | 940 | 928 | 962 | 999 | 1,014 | 999 | 989 | 983 | 974 | 950 |
| over 20,000 | 228 | 240 | 305 | 303 | 237 | 263 | 288 | 288 | 305 | 465 |
| 4-engine | 891 | 869 | 876 | 808 | 798 | 785 | 754 | 756 | 778 | 745 |
| Up to 3,000 | 199 | 217 | 245 | 229 | 248 | 273 | 253 | 268 | 278 | 250 |
| 3,001-4,000 | 22 | 22 | 21 | 21 | 20 | 20 | 21 | 20 | 20 | 10 |
| 7,501-10,000 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 10,001-12,500 | 49 | 46 | 43 | 39 | 37 | 35 | 25 | 21 | 20 | 17 |
| 12,501-15,000 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 4 |
| 15,001-17,500 | 92 | 77 | 64 | 62 | 51 | 46 | 40 | 36 | 29 | 21 |
| 17,501-20,000 | 381 | 370 | 339 | 296 | 234 | 184 | 153 | 135 | 134 | 126 |
| over 20,000 | 143 | 152 | 159 | 156 | 203 | 223 | 258 | 252 | 293 | 316 |

TABLE 1.6 (continued)

U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, TURBINE-POWERED

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| By Total Equivalent shaft horsepower: | | | | | | | | | | |
| Turboprop | 4,107 | 4,734 | 5,499 | 5,972 | 6,390 | 6,830 | 7,042 | 7,144 | 7,062 | 6,947 |
| 1-engine | 79 | 96 | 111 | 119 | 126 | 126 | 186 | 213 | 229 | 230 |
| Up to 100 | 21 | 12 | 20 | 22 | 45 | 45 | 84 | 95 | 92 | 65 |
| 201 to 400 | 1 | 1 | 1 | 1 | — | — | — | — | — | 2 |
| 401-600 | 48 | 70 | 76 | 76 | 71 | 71 | 93 | 109 | 130 | 143 |
| 601-800 | 4 | 7 | 10 | 14 | 4 | 4 | 3 | 3 | 3 | 15 |
| 801-1,000 | 4 | 5 | 3 | 5 | 5 | 5 | 5 | 5 | 3 | 4 |
| 2,501-3,000 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2-engine | 3,882 | 4,477 | 5,205 | 5,656 | 6, 071 | 6,507 | 6,659 | 6,742 | 6,654 | 6,534 |
| Up to 100 | 589 | 837 | 1,183 | 1,315 | 2,821 | 3,051 | 3,067 | 3,284 | 3,288 | 1,796 |
| 101-200 | 2 | 2 | 2 | 2 | 1 | 1 | — | — | — | — |
| 201-400 | 5 | 5 | 7 | 7 | 7 | 4 | 5 | 5 | 5 | 9 |
| 401-600 | 1,190 | 1,358 | 1,519 | 1,566 | 1,384 | 1,555 | 1,674 | 1,634 | 1,657 | 2,048 |
| 601-800 | 1,005 | 1,073 | 1,202 | 1,351 | 668 | 656 | 651 | 629 | 593 | 1,177 |
| 801-1,000 | 627 | 757 | 866 | 999 | 855 | 914 | 944 | 890 | 828 | 1,074 |
| 1,001-1,500 | 56 | 56 | 52 | 46 | 29 | 26 | 26 | 23 | 24 | 39 |
| 1,501-2,000 | 16 | 14 | 15 | 12 | 13 | 13 | 13 | 11 | 11 | 99 |
| 2,001-2,500 | 212 | 198 | 185 | 183 | 185 | 185 | 179 | 172 | 158 | 141 |
| 2,501-3,000 | 65 | 65 | 64 | 67 | — | — | — | — | — | 73 |
| Over 3,000 | 115 | 112 | 110 | 108 | 108 | 102 | 100 | 94 | 90 | 78 |
| 4-engine | 146 | 161 | 183 | 197 | 193 | 197 | 197 | 189 | 179 | 183 |
| Up to 2,000 | 55 | 72 | 94 | 114 | 115 | 120 | 118 | 113 | 106 | 113 |
| 2,001-4,000 | 68 | 63 | 62 | 60 | 54 | 52 | 50 | 48 | 45 | 44 |
| 4,001-5,000 | 19 | 21 | 20 | 17 | 19 | 20 | 22 | 21 | 21 | 19 |
| Over 5,000 | 4 | 5 | 7 | 6 | 5 | 5 | 7 | 7 | 7 | 7 |
| By Number of Seats: | | | | | | | | | | |
| Turbojet | 5,479 | 5,669 | 6,439 | 6,871 | 7,265 | 7,760 | 8,174 | 8,466 | 8,688 | 8,702 |
| 1-engine | 185 | 179 | 171 | 156 | 165 | 161 | 186 | 191 | 202 | 182 |
| 1 seat | 76 | 78 | 71 | 62 | 70 | 81 | 82 | 76 | 88 | 68 |
| 2 seats | 103 | 97 | 96 | 90 | 90 | 95 | 99 | 107 | 107 | 107 |
| 3-6 seats | 6 | 4 | 4 | 4 | 5 | 5 | 5 | 8 | 7 | 7 |

TABLE 1.6 (continued)

U.S. REGISTERED CIVIL AIRCRAFT, FIXED-WING, TURBINE-POWERED

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| 2-engine | 3,093 | 3,411 | 3,898 | 4,333 | 4,705 | 5,139 | 5,557 | 5,816 | 5,987 | 6,052 |
| 1-6 seats | 237 | 237 | 232 | 233 | 231 | 249 | 279 | 278 | 281 | 257 |
| 7-11 seats | 1,607 | 1,827 | 2,088 | 2,275 | 2,396 | 2,521 | 2,653 | 2,599 | 2,566 | 2,483 |
| 12-19 seats | 359 | 411 | 530 | 630 | 707 | 799 | 880 | 946 | 952 | 962 |
| 20-49 seats | 194 | 203 | 221 | 235 | 261 | 278 | 309 | 329 | 360 | 389 |
| 50 seats and over | 696 | 733 | 827 | 960 | 1,110 | 1,292 | 1,436 | 1,664 | 1,828 | 1,961 |
| 3-engine | 1,310 | 1,390 | 1,494 | 1,574 | 1,597 | 1,655 | 1,677 | 1,703 | 1,721 | 1,723 |
| 7-11 seats | 4 | 17 | 46 | 82 | 88 | 100 | 106 | 115 | 120 | 122 |
| 12-19 seats | — | — | — | — | — | — | — | — | 26 | 47 |
| 50 seats and over | 1,306 | 1,373 | 1,448 | 1,492 | 1,509 | 1,555 | 1,571 | 1,588 | 1,575 | 1,554 |
| 4-engine | 891 | 889 | 876 | 808 | 798 | 785 | 754 | 756 | 778 | 745 |
| 5 seats | — | — | — | — | — | — | — | 1 | — | — |
| 7-11 seats | 69 | 65 | 67 | 66 | 64 | 64 | 64 | 67 | 64 | 57 |
| 12-19 seats | 81 | 77 | 79 | 73 | 74 | 74 | 72 | 72 | 73 | 61 |
| 20-49 seats | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 50 seats and over | 740 | 746 | 729 | 668 | 659 | 646 | 617 | 615 | 640 | 626 |
| Turboprop | 4,107 | 4,734 | 5,499 | 5,972 | 6,390 | 6,830 | 7,042 | 7,144 | 7,062 | 6,947 |
| 1-engine | 79 | 96 | 111 | 119 | 126 | 126 | 186 | 213 | 229 | 230 |
| 1-3 seats | 47 | 64 | 82 | 87 | 89 | 88 | 121 | 141 | 142 | 143 |
| 4-6 seats | 5 | 5 | 4 | 6 | 8 | 8 | 8 | 8 | 8 | 7 |
| 7 seats and over | 27 | 27 | 25 | 26 | 29 | 30 | 57 | 64 | 79 | 80 |
| 2-engine | 3,882 | 4,477 | 5,205 | 5,656 | 6,071 | 6,507 | 6,659 | 6,742 | 6,654 | 6,534 |
| 1-6 seats | 2 | 2 | 3 | 5 | 5 | 5 | 3 | 13 | 26 | 26 |
| 7-11 seats | 2,956 | 3,461 | 4,017 | 4,321 | 4,625 | 4,862 | 4,856 | 4,747 | 4,518 | 4,303 |
| 12-19 seats | 294 | 306 | 387 | 505 | 582 | 726 | 847 | 974 | 1,050 | 1,162 |
| 20-49 seats | 480 | 569 | 650 | 674 | 697 | 727 | 758 | 819 | 860 | 828 |
| 50 seats and over | 150 | 139 | 148 | 151 | 162 | 187 | 192 | 189 | 200 | 215 |
| 4-engine | 146 | 161 | 183 | 197 | 193 | 197 | 197 | 189 | 179 | 183 |
| 3-5 seats | 25 | 31 | 30 | 28 | 29 | 36 | 37 | 34 | 32 | 25 |
| 7-11 seats | 4 | 4 | 4 | 9 | 10 | 10 | 13 | 13 | 9 | 20 |
| 12-19 seats | — | — | — | — | 1 | 1 | 1 | 6 | 6 | 2 |
| 20-49 seats | 8 | 8 | 8 | 9 | 9 | 6 | 6 | 7 | 8 | 9 |
| 50 seats and over | 109 | 118 | 141 | 151 | 144 | 142 | 140 | 129 | 124 | 127 |

TABLE 1.7

U.S. REGISTERED CIVIL AIRCRAFT, ROTORCRAFT

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 8,380 | 9,012 | 9,522 | 9,733 | 10,047 | 10,416 | 10,539 | 10,530 | 10,374 | 10,153 |
| By total rated take-off engine power: | | | | | | | | | | |
| Piston—Total | 5,348 | 5,503 | 5,454 | 5,285 | 5,422 | 5,516 | 5,577 | 5,610 | 5,609 | 5,625 |
| 1-Engine | 5,347 | 5,502 | 5,453 | 5,285 | 5,419 | 5,512 | 5,573 | 5,606 | 5,598 | 5,612 |
| Up to 100 hp | 2,419 | 2,562 | 2,505 | 2,421 | 2,533 | 2,625 | 2,659 | 2,758 | 2,782 | 2,645 |
| 101-200 hp | 882 | 882 | 904 | 886 | 927 | 945 | 981 | 969 | 955 | 1,070 |
| 201-400 hp | 1,958 | 1,985 | 1,975 | 1,878 | 1,920 | 1,902 | 1,894 | 1,842 | 1,825 | 1,779 |
| 401-600 hp | 40 | 38 | 35 | 32 | 33 | 34 | 33 | 31 | 32 | 35 |
| 601-800 hp | 33 | 29 | 28 | 29 | — | — | — | — | — | 42 |
| 801-1,000 hp | — | — | — | 1 | — | — | — | — | — | 1 |
| 1,000-1,500 hp | 12 | 3 | 3 | 21 | 3 | 3 | 3 | 3 | 2 | 26 |
| 1,501-2,000 hp | — | — | — | 14 | — | — | — | — | — | 12 |
| 2,001-2,500 hp | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 |
| 2-Engine | 1 | 1 | 1 | — | — | 1 | 1 | 1 | 7 | 9 |
| Up to 100 hp | 1 | 1 | 1 | — | — | 1 | 1 | 1 | 7 | 9 |
| 4-Engine | — | — | — | — | 3 | 3 | 3 | 3 | 4 | 4 |
| Unknown | — | — | — | — | 3 | 3 | 3 | 3 | 4 | 4 |
| By total equivalent shaft power: | | | | | | | | | | |
| Turbine—Total | 3,032 | 3,509 | 4,068 | 4,448 | 4,625 | 4,900 | 4,962 | 4,920 | 4,765 | 4,528 |
| 1-Engine | 2,742 | 3,132 | 3,521 | 3,752 | 3,844 | 3,982 | 3,991 | 3,909 | 3,745 | 3,568 |
| Up to 100 hp | 573 | 850 | 880 | 1,017 | 1,212 | 1,314 | 1,354 | 1,383 | 1,350 | 1,115 |
| 101-200 hp | 11 | 11 | 11 | 11 | 11 | 10 | 9 | 9 | 10 | 9 |
| 201-400 hp | 1,837 | 1,906 | 2,190 | 2,270 | 2,241 | 2,172 | 2,044 | 1,946 | 1,789 | 1,599 |
| 401-600 hp | 107 | 148 | 212 | 226 | 277 | 353 | 418 | 409 | 416 | 527 |
| 601-800 hp | 7 | 7 | 10 | 15 | 21 | 48 | 76 | 80 | 97 | 148 |
| 801-1,000 hp | 83 | 90 | 100 | 102 | — | — | — | — | — | 64 |
| 1,000-1,500 hp | 105 | 105 | 103 | 96 | 68 | 71 | 74 | 66 | 69 | 69 |
| 1,501-2,000 hp | 9 | 9 | 9 | 9 | 7 | 7 | 9 | 9 | 9 | 13 |
| 2,501-3,000 hp | 10 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 5 | 4 |

TABLE 1.7 (continued)

U.S. REGISTERED CIVIL AIRCRAFT, ROTORCRAFT

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| 2-Engine | 290 | 376 | 546 | 694 | 779 | 916 | 969 | 1,009 | 1,016 | 958 |
| 0-100 hp | — | — | — | — | 424 | 506 | 527 | 575 | 543 | 384 |
| 201-400 hp | 153 | 232 | 382 | 519 | 177 | 184 | 183 | 182 | 187 | 169 |
| 401-600 hp | 65 | 62 | 59 | 54 | 57 | 88 | 115 | 117 | 140 | 210 |
| 601-800 hp | 1 | 1 | 1 | 2 | 19 | 36 | 41 | 42 | 46 | 64 |
| 801-1000 hp | — | — | — | — | — | — | — | — | — | 1 |
| 1,000-1,500 hp | 27 | 31 | 30 | 28 | 22 | 24 | 23 | 23 | 24 | 32 |
| 1,501-2,000 hp | 34 | 43 | 66 | 84 | 70 | 70 | 70 | 62 | 68 | 91 |
| 2,501-3,000 hp | 3 | 1 | 2 | 1 | 3 | 1 | 2 | — | — | — |
| Over 4,000 hp | 7 | 6 | 6 | 6 | 7 | 7 | 8 | 8 | 8 | 7 |
| 4-more engine | — | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 4 | 2 |
| Up to 100 hp | — | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 4 | 2 |
| By Number of Seats: | | | | | | | | | | |
| Piston—Total | 5,348 | 5,503 | 5,454 | 5,285 | 5,422 | 5,516 | 5,577 | 5,610 | 5,609 | 5,625 |
| 1-engine | 5,347 | 5,502 | 5,453 | 5,285 | 5,419 | 5,512 | 5,573 | 5,606 | 5,598 | 5,612 |
| 1 seat | 1,064 | 1,077 | 1,026 | 990 | 1,034 | 1,071 | 1,083 | 1,102 | 1,145 | 1,173 |
| 2 seats | 877 | 1,021 | 1,066 | 1,099 | 1,168 | 1,262 | 1,332 | 1,371 | 1,373 | 1,470 |
| 3 seats | 2,264 | 2,286 | 2,246 | 2,143 | 2,150 | 2,125 | 2,115 | 2,099 | 2,063 | 1,976 |
| 4 seats | 805 | 799 | 779 | 736 | 753 | 740 | 730 | 716 | 703 | 676 |
| 5-11 seats | 18 | 18 | 16 | 14 | 16 | 16 | 15 | 15 | 13 | 15 |
| 12-19 seats | 319 | 301 | 320 | 303 | 286 | 287 | 287 | 294 | 291 | 292 |
| 20 seats and over | — | — | — | — | 12 | 11 | 11 | 9 | 10 | 10 |
| 2-engine | 1 | 1 | 1 | — | — | 1 | 1 | 1 | 7 | 9 |
| 1 seat | 1 | 1 | 1 | — | — | — | — | — | 6 | 7 |
| 2 seats | — | — | — | — | — | 1 | 1 | 1 | 1 | 1 |
| 3 seats | — | — | — | — | — | — | — | — | — | 1 |
| 4-engine | — | — | — | — | 3 | 3 | 3 | 3 | 4 | 4 |
| 1-3 seats | — | — | — | — | 3 | 3 | 3 | 3 | 3 | 3 |
| 20-49 seats | — | — | — | — | — | — | — | — | 1 | 1 |
| Turbine-Total | 3,032 | 3,509 | 4,068 | 4,448 | 4,625 | 4,900 | 4,962 | 4,920 | 4,765 | 4,528 |
| 1-engine | 2,742 | 3,132 | 3,521 | 3,752 | 3,844 | 3,982 | 3,991 | 3,909 | 3,745 | 3,568 |
| 1 seat | 3 | 3 | 3 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |
| 2-3 seats | 125 | 135 | 148 | 142 | 144 | 142 | 142 | 143 | 136 | 133 |
| 4 seats | 678 | 686 | 761 | 829 | 855 | 889 | 871 | 872 | 862 | 823 |
| 5 seats | 1,431 | 1,563 | 1,702 | 1,788 | 1,797 | 1,823 | 1,793 | 1,708 | 1,572 | 1,442 |
| 6 seats | 204 | 303 | 359 | 391 | 408 | 444 | 471 | 484 | 496 | 486 |
| 7-11 seats | 152 | 296 | 409 | 467 | 515 | 558 | 588 | 586 | 567 | 552 |
| 12-19 seats | 134 | 132 | 128 | 124 | 115 | 118 | 117 | 108 | 104 | 126 |
| 20 seats and over | 15 | 14 | 11 | 10 | 9 | 7 | 7 | 6 | 6 | 4 |

TABLE 1.7 (continued)

U.S. REGISTERED CIVIL AIRCRAFT, ROTORCRAFT

BY ENGINE POWER AND NUMBER OF SEATS: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| 2-engine | 290 | 376 | 546 | 694 | 779 | 916 | 969 | 1,009 | 1,016 | 958 |
| 1-3 seats | 15 | 15 | 10 | 11 | 9 | 11 | 12 | 13 | 12 | 12 |
| 4-6 seats | 65 | 64 | 72 | 89 | 105 | 119 | 141 | 146 | 146 | 177 |
| 7-11 seats | 24 | 37 | 125 | 222 | 268 | 339 | 378 | 417 | 411 | 336 |
| 12-19 seats | 156 | 221 | 293 | 332 | 345 | 386 | 377 | 374 | 382 | 369 |
| 20 seats and over | 30 | 39 | 46 | 40 | 52 | 61 | 61 | 59 | 65 | 64 |
| 4/more engine | — | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 4 | 2 |
| 1 seat | — | — | — | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 seats | — | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7-11 seats | — | — | — | — | — | — | — | — | 2 | — |

TABLE 1.8

U.S. REGISTERED CIVIL AMATEUR BUILT AIRCRAFT

BY TYPE: DECEMBER 31, 1979-1988

| Type of Aircraft | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 11,446 | 12,255 | 12,577 | 13,146 | 14,861 | 16,477 | 16,204 | 16,994 | 17,658 | 18,192 |
| Fixed-Wing—Total | 9,053 | 9,729 | 10,129 | 10,772 | 12,311 | 13,767 | 13,344 | 14,046 | 14,619 | 15,123 |
| Piston | 9,053 | 9,729 | 10,101 | 10,737 | 12,262 | 13,682 | 13,210 | 13,957 | 14,488 | 14,982 |
| Turbine | — | — | 28 | 35 | 49 | 85 | 134 | 89 | 131 | 141 |
| Rotorcraft | 1,385 | 1,455 | 1,432 | 1,387 | 1,469 | 1,548 | 1,612 | 1,655 | 1,723 | 1,801 |
| Glider | 798 | 839 | 782 | 751 | 812 | 865 | 930 | 954 | 951 | 919 |
| Balloons & Dirigibles | 210 | 232 | 234 | 236 | 269 | 297 | 318 | 339 | 365 | 349 |

Note: Amateur built aircraft include home built, experimental, prototype, and exhibition aircraft.

# Chapter II

# U.S. Air Carrier Aircraft

TABLE 2.1

TOTAL AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS BY TYPE OF AIRCRAFT:

1979 - 1988

| Year | Total | Fixed Wing | | | | | Total Rotary-Wing |
|---|---|---|---|---|---|---|---|
| | | Total Fixed-Wing | Turbine | | | Piston | |
| | | | Total | Turbojet | Turboprop | | |
| 1979 | 3,609 | 3,608 | 3,052 | 2,486 | 566 | 547 | 1 |
| 1980 | 3,808 | 3,806 | 3,218 | 2,531 | 687 | 588 | 2 |
| 1981 | 3,973 | 3,969 | 3,363 | 2,511 | 852 | 603 | 4 |
| 1982 | 4,072 | 4,067 | 3,501 | 2,674 | 827 | 566 | 5 |
| 1983 | 4,203 | 4,194 | 3,643 | 2,767 | 876 | 551 | 9 |
| 1984 | 4,370 | 4,358 | 3,915 | 2,959 | 956 | 443 | 12 |
| 1985 | 4,678 | 4,673 | 4,240 | 3,164 | 1,076 | 433 | 5 |
| 1986 | 4,909 | 4,907 | 4,487 | 3,283 | 1,204 | 420 | 2 |
| 1987 | 5,253 | 5,240 | 4,819 | 3,575 | 1,244 | 421 | 13 |
| 1988 | 5,660 | 5,652 | 5,290 | 3,915 | 1,375 | 362 | 8 |

Note: Beginning in 1987, the number of aircraft is the monthly average of the number of aircraft reported in use for the last three months of the year. Prior to 1987, it was the number of aircraft reported in use during December of the year.

Source: Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.

TABLE 2.2

AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 5,660 | 5,253 | 4,909 | 4,678 | 4,370 | 4,204 | 4,702 | 3,970 | 3,808 | 3,609 |
| Turbojet—4-engine— total | 427 | 382 | 322 | 322 | 349 | 309 | 354 | 365 | 441 | 517 |
| Boeing B707 | 31 | 31 | 35 | 27 | 22 | 24 | 55 | 66 | 146 | 175 |
| Boeing B720 | — | — | — | — | — | 1 | 1 | 2 | 3 | 7 |
| Boeing B747 | 171 | 156 | 150 | 151 | 156 | 146 | 144 | 147 | 144 | 131 |
| British Aerospace Aircraft Groupe BAE146 | 57 | 57 | 25 | 29 | 14 | 3 | — | — | — | — |
| Concorde | — | — | — | — | — | — | — | — | — | 9 |
| Convair CV22 | — | — | — | — | — | 2 | 2 | 2 | 1 | — |
| Convair CV30 | — | — | — | — | — | — | 1 | 4 | 5 | 6 |
| Douglas DC8 | 168 | 138 | 112 | 115 | 157 | 133 | 151 | 144 | 142 | 188 |
| Lockheed L1329 | — | — | — | — | — | — | — | — | — | 1 |
| Turbojet—3-engine— total | 1,542 | 1,469 | 1,466 | 1,488 | 1,438 | 1,393 | 1,387 | 1,363 | 1,347 | 1,256 |
| Boeing B727 | 1,246 | 1,168 | 1,172 | 1,195 | 1,161 | 1,122 | 1,110 | 1,096 | 1,092 | 1,029 |
| Douglas DC10 | 184 | 185 | 180 | 179 | 174 | 155 | 166 | 161 | 153 | 140 |
| Lockheed L1011 | 112 | 116 | 114 | 114 | 103 | 116 | 111 | 106 | 102 | 87 |
| Turbojet—2-engine— total | 1,946 | 1,724 | 1,495 | 1,354 | 1,172 | 1,065 | 933 | 783 | 743 | 713 |
| Airbus A300 | 57 | 52 | 52 | 46 | 38 | 34 | 30 | 25 | 19 | 12 |
| Airbus A310 | 19 | 13 | 7 | 4 | — | — | — | — | — | — |
| Boeing B737 | 706 | 633 | 555 | 476 | 391 | 348 | 290 | 236 | 220 | 206 |
| Boeing B757 | 122 | 95 | 73 | 48 | 19 | 15 | 2 | — | — | — |
| Boeing B767 | 126 | 83 | 69 | 59 | 53 | 49 | 13 | — | — | — |
| British Aircraft BAC111 | 30 | 39 | 45 | 32 | 33 | 36 | 36 | 27 | 27 | 28 |
| Canadair CL600 | — | — | — | — | — | — | 1 | — | — | — |
| Cessna C500/C501 | — | — | — | 2 | 1 | 1 | 2 | 1 | 5 | 4 |
| Dassault MD10 | — | — | — | — | 2 | — | — | — | — | — |
| Dassault MD20 | — | — | — | 2 | 9 | 12 | 23 | 27 | 42 | 44 |
| Douglas DC9 | 837 | 760 | 643 | 641 | 594 | 557 | 509 | 447 | 394 | 381 |
| Fokker F28 | 47 | 47 | 50 | 41 | 23 | 6 | 11 | 9 | 5 | — |
| Grumman G1159 | — | — | — | — | 1 | 2 | 3 | 5 | 6 | — |
| Hamberger Flugzeugbam HFB320 | — | — | — | — | 1 | 1 | — | — | — | 4 |
| Hawker-Siddeley HS125 | — | — | — | — | — | — | 2 | — | — | — |
| Israel Aircraft 1123 | — | — | — | — | — | — | — | — | — | 1 |
| Israel Aircraft 1124 | — | — | — | — | — | — | 1 | — | 1 | 1 |
| Learjet LR23 | — | — | — | — | — | — | 3 | — | 2 | 5 |
| Learjet LR24 | — | — | — | — | — | — | 1 | 3 | 3 | 3 |

TABLE 2.2 (continued)

AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| Turbojet—2-engine—(cont) | | | | | | | | | | |
| Learjet LR25 | 1 | — | — | — | — | — | — | 1 | 7 | 6 |
| Learjet LR35 | 1 | 2 | 1 | 3 | 8 | 4 | 3 | — | 3 | 4 |
| Learjet LR55 | — | — | — | — | — | — | 1 | — | — | — |
| Rockwell International NA265 | — | — | — | — | — | — | 1 | — | 2 | 2 |
| Sud Aviation SE210 | — | — | — | — | — | 1 | 2 | 2 | 5 | 6 |
| Sud Aviation SN601 | — | — | — | — | — | — | — | 2 | 3 | — |
| Turboprop—4—engine—total | 95 | 102 | 96 | 108 | 109 | 99 | 116 | 105 | 92 | 81 |
| Canadair CL44 | 6 | 6 | 2 | 6 | 5 | 2 | 4 | 4 | 2 | 1 |
| DeHavilland DHC7 | 39 | 41 | 40 | 42 | 46 | 46 | 43 | 29 | 18 | 8 |
| Lockheed L188 | 30 | 34 | 33 | 38 | 34 | 37 | 47 | 51 | 52 | 52 |
| Lockheed L382 | 20 | 21 | 21 | 22 | 22 | 11 | 19 | 20 | 20 | 20 |
| Vickers V745 | — | — | — | — | 2 | 3 | 3 | 1 | — | — |
| Turboprop—2—engine—total | 1,280 | 1,139 | 1,108 | 965 | 847 | 773 | 707 | 748 | 591 | 484 |
| Beech BE65 | 1 | 4 | 1 | — | — | — | — | — | — | — |
| Beech BE90 | 1 | 4 | — | 3 | 2 | 2 | 4 | 2 | 2 | 3 |
| Beech BE99 | 84 | 52 | 95 | 103 | 85 | 101 | 108 | 102 | 87 | 85 |
| Beech BE100 | 1 | — | 1 | 1 | 2 | 1 | — | — | — | — |
| Beech BE200 | 7 | 5 | 2 | 1 | 6 | 4 | 2 | 2 | 1 | 4 |
| Beech BE1900 | 80 | 48 | 60 | 42 | 17 | — | — | — | — | — |
| Beech STC18 | — | — | — | — | 1 | 1 | 1 | — | — | — |
| British Aerospace Aircraft Group Jetstream | 135 | 113 | 69 | 46 | 10 | 10 | 12 | 12 | 15 | 16 |
| Cessna C441 | 3 | 2 | 3 | 1 | 3 | 1 | 2 | — | 1 | — |
| Construcciones Aeronautics C212 | 18 | 16 | 19 | 24 | 27 | 28 | 16 | 15 | 21 | — |
| Convair CV580/640/600 | 72 | 77 | 91 | 100 | 107 | 100 | 98 | 251 | 119 | 120 |
| DeHavilland DHC6 | 63 | 71 | 68 | 86 | 107 | 112 | 101 | 96 | 107 | 78 |
| DeHavilland DHC8 | 44 | 34 | 26 | 10 | — | — | — | — | — | — |
| Dornier DO228 | 33 | 18 | 12 | 6 | — | — | — | — | — | — |
| Douglas DC3 | — | — | — | 1 | — | — | — | — | — | — |
| Embraer EM110 | 77 | 97 | 91 | 79 | 81 | 83 | 83 | 66 | 34 | 4 |
| Embraer EM120 | 62 | 36 | 16 | — | — | — | — | — | — | — |
| Fairchild FH27 | 7 | 13 | 20 | 28 | 23 | 19 | 10 | 8 | 6 | 6 |
| Fairchild FH227 | 11 | 8 | 7 | 8 | 9 | 9 | 9 | 6 | 8 | 22 |
| Fokker F27 | 33 | 26 | 36 | 27 | 14 | 7 | 4 | 2 | 4 | — |
| GAF Nomad N22 | — | — | — | — | — | — | 2 | 3 | 9 | — |
| Grumman G73 | 7 | — | — | — | — | — | — | — | — | — |
| Grumman G159 | 5 | 14 | 15 | 23 | 21 | 16 | 19 | 17 | 16 | 15 |
| Grumman C500 | 1 | — | — | — | — | — | — | — | — | — |
| Hawker-Siddeley HS748 | — | — | — | — | 2 | 5 | 5 | 2 | 2 | 1 |

TABLE 2.2 (continued)

AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| Turboprop—2—engine—(cont) | | | | | | | | | | |
| Israel Aircraft AR101B | — | — | — | — | — | — | 3 | 2 | — | — |
| Mitsubishi MU2 | — | 1 | 6 | 3 | 1 | 2 | — | — | — | — |
| Nihon YS11 | 22 | 36 | 36 | 42 | 30 | 35 | 27 | 27 | 22 | 18 |
| Nomad N24 | — | — | — | — | — | — | — | — | — | 1 |
| Nord ND262 | 9 | 12 | 15 | 14 | 14 | 9 | 15 | 15 | 22 | 24 |
| Piper 31T | 9 | 6 | 5 | 4 | 8 | 6 | 1 | 1 | — | — |
| Rockwell AC690 | 1 | 1 | 4 | 4 | 4 | 1 | — | — | — | — |
| Saab-Fairchild SF340A | 68 | 51 | 34 | 17 | 3 | — | — | — | — | — |
| Short SC7 | — | — | 1 | 1 | 1 | 1 | 2 | 2 | 2 | — |
| Short SD3 | 110 | 110 | 110 | 77 | 78 | 66 | 52 | 39 | 34 | 21 |
| S.N.I.A.S. ATR42 | 35 | 20 | 8 | — | — | — | — | — | — | — |
| Swearingen SA226 | 90 | 101 | 122 | 113 | 121 | 99 | 105 | 72 | 100 | 66 |
| Swearingen SA227 | 191 | 163 | 135 | 101 | 70 | 55 | 26 | 4 | — | — |
| Turboprop—1-engine total | — | 3 | — | — | — | — | — | — | — | — |
| Cessna C208 | — | 3 | — | — | — | — | — | — | — | — |
| Piston—4-engine— total | 36 | 38 | 32 | 38 | 50 | 52 | 58 | 68 | 73 | 58 |
| DeHavilland DH114 | — | — | — | — | 6 | 11 | 17 | 21 | 27 | 7 |
| Douglas DC4 | — | — | 1 | 3 | 3 | 3 | 3 | 6 | 5 | 4 |
| Douglas DC6 | 35 | 37 | 30 | 34 | 41 | 38 | 38 | 41 | 41 | 46 |
| Douglas DC7 | 1 | 1 | 1 | 1 | — | — | — | — | — | — |
| Lockheed L1049 | — | — | — | — | — | — | — | — | — | 1 |
| Piston—3-engine— total | 3 | 3 | 3 | 4 | 4 | 2 | — | — | — | 1 |
| Britten Norman MK3 | 3 | 3 | 3 | 4 | 4 | 2 | — | — | — | 1 |
| Piston—2-engine— total | 323 | 380 | 385 | 394 | 389 | 502 | 512 | 536 | 517 | 498 |
| Aero Commander AC500 | — | — | — | — | — | 2 | 1 | 1 | 3 | 1 |
| Aero Commander AC680 | — | — | — | — | — | — | 1 | 1 | 3 | 2 |
| Beech BE18 | 6 | 5 | 9 | 7 | 15 | 20 | 14 | 20 | 13 | 26 |
| Beech BE36 | 3 | — | — | — | — | — | — | — | — | — |
| Beech BE55 | — | 2 | 1 | — | — | 1 | 2 | 2 | 2 | 3 |
| Beech BE58 | 15 | 7 | 4 | 9 | 9 | 6 | 5 | 3 | 3 | — |
| Beech BE65 | 2 | 2 | 3 | — | — | 3 | 2 | 4 | 1 | 2 |
| Beech BE76 | — | — | 2 | 3 | 3 | 1 | 1 | — | — | — |
| Beech BE80 | — | — | — | 4 | 8 | — | — | — | 2 | 1 |
| Beech BE95 | 3 | — | — | — | — | — | — | 1 | 1 | 1 |
| Beech PE99 | — | — | — | — | — | 1 | — | — | — | — |

TABLE 2.2 (continued)

AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| Piston—2—engine—(cont) | | | | | | | | | | |
| Beech STC-16 | — | — | — | — | — | — | — | — | 5 | — |
| Britten-Norman BN2A | 30 | 29 | 29 | 7 | 27 | 29 | 33 | 35 | 31 | 10 |
| Britten-Norman BN2B | — | — | — | — | — | — | — | — | — | 1 |
| Cessna C207T | — | — | — | — | — | 1 | 1 | — | — | — |
| Cessna C303T | 1 | 1 | 1 | 1 | — | — | — | — | — | — |
| Cessna C310 | — | 1 | 1 | 1 | 2 | 3 | 4 | 5 | 7 | 11 |
| Cessna C320 | — | — | — | — | 1 | — | — | — | — | — |
| Cessan C337 | — | — | — | — | — | — | — | — | — | 2 |
| Cessna C340 | — | — | — | — | — | — | — | 1 | 2 | 2 |
| Cessna C401 | 4 | — | — | — | — | — | 2 | — | 2 | — |
| Cessna C402 | 101 | 143 | 147 | 155 | 112 | 152 | 130 | 131 | 115 | 93 |
| Cessna C404 | 4 | 4 | 6 | 5 | 4 | 8 | 22 | 17 | 20 | 17 |
| Cessna C411 | — | — | — | — | 1 | — | — | 1 | 1 | 1 |
| Cessna C414 | — | — | 2 | 1 | 1 | 1 | — | 3 | 1 | 2 |
| Cessna C421 | 1 | — | — | — | 1 | — | 1 | — | 1 | — |
| Convair CV240 | 9 | 10 | 9 | 12 | 15 | 10 | 11 | 12 | 4 | 3 |
| Convair CV340/CV440 | 21 | 23 | 17 | 18 | 14 | 22 | 23 | 28 | 23 | 22 |
| Curtiss-Wright C46 | — | — | — | 3 | 2 | 4 | 5 | 12 | 13 | 12 |
| DeHavilland DHC4 | — | — | — | — | — | — | — | — | 1 | 1 |
| DeHavilland DHC104 | — | — | — | — | — | — | — | 2 | — | 2 |
| Dornier D028 | — | — | — | — | — | — | — | 2 | 1 | 1 |
| Douglas DC3 | 20 | 38 | 43 | 39 | 30 | 42 | 50 | 56 | 68 | 90 |
| Fairchild C82 | — | — | — | — | — | 2 | 1 | 2 | 2 | 2 |
| Grumman G21 | — | — | — | 3 | 4 | 3 | 3 | 1 | 6 | 1 |
| Grumman G44 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | — | — |
| Grumman G73 | 4 | 12 | 11 | 3 | 5 | 9 | 9 | 2 | 4 | — |
| Grumman G111 | — | 2 | 3 | 6 | — | 4 | 2 | — | — | — |
| Martin M404 | 2 | 1 | — | — | 1 | 13 | 11 | 11 | 14 | 20 |
| Partenivia PT68 | — | 2 | — | — | — | — | — | — | — | — |
| Piper PA23 | 9 | 11 | 9 | 3 | 10 | 16 | 18 | 19 | 26 | 20 |
| Piper PA28 | — | — | — | — | — | 7 | — | — | — | — |
| Piper PA30 | — | — | — | — | 1 | 2 | 2 | 2 | 2 | 2 |
| Piper PA31 | 71 | 77 | 73 | 100 | 110 | 121 | 139 | 145 | 126 | 122 |
| Piper PA32 | 2 | 2 | — | — | — | — | — | — | — | — |
| Piper PA34 | 12 | 4 | 9 | 12 | 11 | 17 | 16 | 15 | 12 | 10 |
| Piper PA44 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Piper PA600 | 1 | 2 | 2 | — | — | — | 1 | — | 1 | 14 |
| Piper PA1020T | — | — | 2 | — | — | — | — | — | — | — |
| Helicopters— total | 8 | 13 | 2 | 5 | 12 | 9 | 5 | 4 | 2 | 1 |

Note: Beginning in 1987, the number of aircraft is the monthly average of the number of aircraft reported in use for the last three months of the year. Prior to 1987, it was the number of aircraft reported in use during December of the year.

Source: Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.

TABLE 2.3

TOTAL FLIGHT HOURS FOR AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 12,284,541 | 11,886,280 | 11,221,587 | 10,498,546 | 9,674,406 | 8,555,580 | 6,916,349 | 8,124,998 | 8,221,961 | 7,550,657 |
| Turbojet—4-engine-total | 1,093,392 | 997,951 | 921,409 | 817,058 | 861,389 | 816,624 | 728,412 | 957,680 | 1,223,377 | 1,505,863 |
| Boeing B707 | 43,946 | 36,206 | 37,448 | 15,904 | 39,243 | 64,819 | 83,515 | 153,877 | 359,112 | 539,189 |
| Boeing B720 | — | — | — | — | 136 | 438 | 317 | 436 | 1,124 | 18,310 |
| Boeing B747 | 620,327 | 575,426 | 559,137 | 537,954 | 537,142 | 504,573 | 439,003 | 531,035 | 529,314 | 482,550 |
| British Aerospace Aircraft Groupe BAE146 | 128,339 | 125,918 | 92,431 | 52,452 | 14,140 | 1,623 | — | — | — | — |
| Concorde | — | — | — | — | — | — | — | — | 415 | 989 |
| Convair CV22 | — | — | — | — | — | — | 656 | 543 | 71 | 91 |
| Convair CV30 | — | — | — | — | — | — | 219 | 657 | 1,437 | 2,092 |
| Douglas DC8 | 300,780 | 260,401 | 232,393 | 210,748 | 270,728 | 245,171 | 204,702 | 271,330 | 331,417 | 462,053 |
| Lockheed L1329 | — | — | — | — | — | — | — | — | 487 | 589 |
| Turbojet—3-engine-total | 3,705,084 | 3,865,525 | 3,960,406 | 3,843,357 | 3,786,832 | 3,278,501 | 2,971,583 | 3,531,243 | 3,693,218 | 3,519,847 |
| Boeing B727 | 2,780,240 | 2,930,107 | 3,036,233 | 2,989,848 | 2,990,821 | 2,529,074 | 2,289,310 | 2,769,906 | 2,949,274 | 2,870,352 |
| Douglas DC10 | 583,558 | 566,751 | 580,200 | 529,073 | 487,831 | 423,824 | 377,811 | 442,698 | 441,576 | 377,434 |
| Lockheed L1011 | 341,286 | 368,667 | 343,973 | 324,436 | 308,180 | 325,603 | 304,462 | 318,639 | 302,368 | 272,061 |
| Turbojet—2-engine-total | 4,951,466 | 4,575,179 | 4,057,267 | 3,568,486 | 2,872,265 | 2,494,072 | 1,751,513 | 1,817,081 | 1,715,937 | 1,641,589 |
| Airbus A300 | 150,603 | 156,947 | 150,898 | 131,904 | 101,143 | 84,674 | 56,390 | 61,783 | 43,703 | 23,843 |
| Airbus A310 | 61,663 | 27,234 | 17,054 | 5,613 | — | — | — | — | — | — |
| Boeing B737 | 1,859,347 | 1,730,473 | 1,489,831 | 1,312,425 | 1,006,238 | 829,359 | 562,521 | 585,997 | 522,556 | 470,075 |
| Boeing B757 | 321,369 | 270,729 | 195,957 | 108,320 | 50,022 | 17,090 | — | — | — | — |
| Boeing B767 | 367,591 | 274,429 | 223,227 | 192,467 | 172,705 | 104,222 | 1,811 | — | — | — |
| British Aircraft BAC111 | 65,095 | 84,642 | 68,908 | 73,873 | 59,555 | 79,011 | 54,306 | 58,560 | 65,194 | 75,807 |
| Cessna C500/C501 | — | 54 | 50 | 546 | 657 | 652 | 423 | 1,767 | 3,773 | 680 |
| Dassault MD10 | — | — | — | 2,262 | 698 | — | — | — | — | — |
| Dassault MD20 | — | — | — | 4,336 | 3,218 | 11,097 | 18,303 | 31,559 | 33,823 | 47,796 |
| DeHavilland DHC125 | — | — | — | — | — | — | — | — | — | 198 |
| Douglas DC9 | 2,035,672 | 1,931,391 | 1,809,888 | 1,655,353 | 1,438,339 | 1,348,511 | 1,028,836 | 1,051,747 | 1,023,200 | 1,001,148 |
| Fokker F28 | 86,682 | 97,727 | 98,918 | 73,494 | 33,036 | 13,224 | 23,996 | 17,123 | 2,642 | — |
| Grumman G1159 | 47 | — | — | 334 | 660 | 309 | 1,308 | 2,392 | 2,774 | 3,265 |
| Hamberger Flugzeugbau HFB320 | — | — | — | — | 102 | 734 | — | — | 1,310 | 2,363 |
| Hawker-Siddeley HS125 | — | — | — | — | — | — | 304 | — | — | — |
| Israel Aircraft 1121 | — | — | — | — | — | 8 | — | — | — | — |
| Israel Aircraft 1123 | — | — | — | — | — | — | — | — | 39 | 318 |

TABLE 2.3 (continued)

TOTAL FLIGHT HOURS FOR AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| Turbojet—2-engine- (cont) | | | | | | | | | | |
| Israel Aircraft 1124 | — | — | — | — | — | — | 208 | 88 | 209 | 155 |
| Learjet LR23 | — | — | — | — | — | 1,227 | 785 | 1,228 | 1,658 | 631 |
| Learjet LR24 | — | — | — | — | — | 537 | 436 | 476 | 1,160 | 1,173 |
| Learjet LR25 | 44 | — | — | — | — | — | 26 | 1,007 | 4,041 | 3,905 |
| Learjet LR35 | 1,353 | 1,553 | 2,536 | 7,559 | 5,892 | 3,148 | 688 | 697 | 1,700 | 4,031 |
| Learjet LR36 | — | — | — | — | — | — | — | — | — | 63 |
| Learjet LR55 | — | — | — | — | — | — | 253 | — | — | — |
| Rockwell International NA265 | — | — | — | — | — | 49 | 20 | 46 | 589 | 1,179 |
| Sud Aviation SE210 | — | — | — | — | — | 220 | 899 | 1,177 | 5,966 | 4,959 |
| Sud Aviation SN601 | — | — | — | — | — | — | — | 1,434 | 1,600 | — |
| Turboprop—4—engine- total | 154,747 | 181,424 | 169,684 | 209,197 | 216,405 | 206,435 | 163,552 | 186,955 | 158,687 | 146,294 |
| Canadair CL44 | 8,427 | 9,355 | 8,687 | 9,147 | 7,567 | 6,066 | 5,303 | 4,617 | 2,155 | 465 |
| DeHavilland DHC7 | 76,027 | 91,899 | 73,524 | 98,315 | 106,287 | 103,528 | 73,069 | 64,698 | 31,472 | 8,905 |
| Lockheed L188 | 23,691 | 33,618 | 38,019 | 44,765 | 45,182 | 47,981 | 41,594 | 60,909 | 69,217 | 81,280 |
| Lockheed L382 | 46,602 | 46,552 | 49,654 | 56,597 | 56,165 | 47,877 | 42,250 | 56,615 | 55,843 | 55,644 |
| Vickers V745 | — | — | — | 373 | 1,204 | 983 | 912 | 116 | — | — |
| Vickers V814 | — | — | — | — | — | — | 424 | — | — | — |
| Turboprop—2—engine- total | 2,118,066 | 1,943,532 | 1,720,179 | 1,616,425 | 1,487,032 | 1,268,616 | 935,588 | 1,127,794 | 948,180 | 511,966 |
| Beech BE65 | — | 596 | 639 | — | — | — | — | — | — | — |
| Beech BE90 | 374 | 303 | 158 | 360 | 443 | 626 | 479 | 209 | 537 | 459 |
| Beech BE99 | 125,247 | 141,691 | 175,543 | 199,736 | 199,205 | 183,534 | 137,968 | 164,467 | 171,475 | 45,309 |
| Beech BE100 | 769 | 803 | 259 | 806 | 202 | 13 | — | — | 255 | — |
| Beech BE200 | 9,679 | 3,625 | 970 | 3,541 | 2,522 | 1,868 | 1,813 | 960 | 886 | 2,100 |
| Beech BE1900 | 153,473 | 135,960 | 107,128 | 73,211 | 23,289 | — | — | — | — | — |
| Beech STC18 | — | — | 982 | — | 648 | 632 | 181 | 236 | — | — |
| British Aerospace Aircraft Group Jet Stream | 252,253 | 188,315 | 108,723 | 60,492 | 27,712 | 18,485 | 16,222 | 25,836 | 25,982 | 9,141 |
| Cessna C441 | 4,948 | 3,874 | 1,364 | 1,745 | 1,672 | 1,265 | 501 | 291 | 107 | — |
| Construcciones Aeronautics C212 | 23,610 | 21,643 | 19,891 | 24,886 | 34,252 | 33,902 | 21,870 | 109,613 | 637 | 675 |
| Convair CV580/600/640 | 63,141 | 82,371 | 100,288 | 113,063 | 121,399 | 121,785 | 104,432 | 146,867 | 169,886 | 169,851 |
| DeHavilland DHC6 | 113,810 | 122,783 | 113,958 | 162,340 | 176,233 | 169,980 | 139,042 | 170,458 | 167,282 | 59,679 |
| DeHavilland DHC8 | 86,964 | 55,680 | 36,835 | 7,362 | — | — | — | — | — | — |
| Dornier DO228 | 56,580 | 26,032 | 16,044 | 12,306 | — | — | — | — | — | — |
| Douglas DC3 | 531 | — | — | 1,478 | — | — | — | — | — | — |
| Embraer EM110 | 148,680 | 177,781 | 149,585 | 156,363 | 199,536 | 196,128 | 127,153 | 94,790 | 36,466 | 614 |
| Embraer EM120 | 114,296 | 66,054 | 18,838 | — | — | — | — | — | — | — |
| Fairchild FH27 | 9,821 | 13,502 | 31,232 | 36,440 | 35,521 | 24,777 | 12,438 | 6,132 | 3,441 | 5,177 |
| Fairchild FH227 | 12,169 | 11,787 | 13,244 | 14,491 | 17,053 | 19,525 | 13,341 | 13,690 | 17,134 | 31,926 |

TABLE 2.3 (continued)

TOTAL FLIGHT HOURS FOR AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| Turboprop—2—engine- (cont) | | | | | | | | | | |
| Fokker F27 | 50,645 | 59,910 | 61,144 | 40,521 | 25,056 | 13,151 | 6,047 | 3,675 | 5,196 | — |
| GAF Nomad N22 | — | — | — | — | — | 69 | 3,628 | 10,432 | 5,546 | — |
| Gruman C73 | 10,036 | — | — | — | — | — | — | — | — | — |
| Grumman C159 | 7,139 | 15,177 | 23,328 | 23,911 | 20,773 | 18,339 | 8,532 | 14,843 | 14,273 | 12,294 |
| Gruman C500 | 93 | — | — | — | — | — | — | — | — | — |
| Hawker-Siddeley HS748 | — | — | — | 2,500 | 7,385 | 9,320 | 12,091 | 4,979 | 2,564 | 2,087 |
| Israel Aircraft AR101B | — | — | — | — | — | 587 | 2,264 | 139 | — | — |
| Mitsubishi MU2 | 88 | 256 | 2,980 | 1,390 | 314 | 14 | — | — | — | — |
| Nihon YS11 | 17,645 | 38,093 | 46,268 | 53,707 | 48,246 | 43,260 | 25,610 | 35,737 | 37,280 | 43,798 |
| Nomad N24 | 1,907 | — | — | — | — | — | — | — | — | 51 |
| Nord ND262 | 11,132 | 23,313 | 24,860 | 20,604 | 20,820 | 22,446 | 14,630 | 21,986 | 44,857 | 50,644 |
| Piper 31T | 8,232 | 5,656 | 4,865 | 7,003 | 10,103 | 2,692 | — | 70 | — | — |
| Rockwell AC690 | 4 | 476 | 3,057 | 3,076 | 2,683 | 22 | — | — | — | — |
| Saab-Fairchild SF340A | 152,177 | 98,616 | 56,392 | 20,627 | 386 | — | — | — | — | — |
| Short SC7 | — | — | 101 | 315 | 475 | 733 | 520 | 1,008 | 489 | — |
| Short SD3 | 183,422 | 217,177 | 184,680 | 178,862 | 150,714 | 123,385 | 79,909 | 77,708 | 66,606 | 27,671 |
| S.N.I.A.S. ATR42 | 60,029 | 27,943 | 5,923 | — | — | — | — | — | — | — |
| Swearingen SA226 | 144,032 | 163,994 | 185,243 | 217,667 | 218,716 | 194,324 | 169,688 | 223,059 | 177,240 | 50,436 |
| Swearingen SA227 | 300,940 | 240,121 | 225,657 | 177,622 | 141,674 | 87,754 | 37,209 | 609 | 39 | 54 |
| Turboprop—1—engine total | 452 | 581 | — | — | — | — | — | — | — | — |
| Cessna C208 | 452 | 581 | — | — | — | — | — | — | — | — |
| Piston—4—engine- total | 25,083 | 24,367 | 24,909 | 30,854 | 29,215 | 32,616 | 35,782 | 64,951 | 70,295 | 45,007 |
| DeHavilland DH114 | — | — | — | 2,626 | 7,847 | 16,835 | 22,598 | 42,702 | 39,110 | — |
| Douglas DC4 | — | — | 1,038 | 1,512 | 720 | 1,187 | 256 | 1,304 | 3,150 | 5,934 |
| Douglas DC6 | 24,055 | 23,405 | 23,049 | 26,039 | 20,648 | 15,594 | 12,928 | 20,945 | 28,035 | 31,006 |
| Douglas DC7 | 1,028 | 962 | 822 | 677 | — | — | — | — | — | — |
| Piston—3—engine- total | 2,831 | 2,477 | 1,716 | 5,470 | 2,983 | 1,191 | — | — | — | — |
| Britten Norman MK3 | 2,831 | 2,477 | 1,716 | 5,470 | 2,983 | 1,191 | — | — | — | — |
| Piston—2—engine- total | 229,150 | 291,397 | 360,832 | 402,377 | 410,267 | 427,488 | 324,539 | 437,955 | 411,897 | 177,868 |
| Aero Commander AC500 | 13 | — | 6 | 28 | 300 | 878 | 678 | 789 | 1,503 | 104 |
| Aero Commander AC680 | 70 | — | — | — | — | 581 | 759 | 1,129 | 892 | 166 |
| Beech BE18 | 466 | 576 | 345 | 3,015 | 9,723 | 10,721 | 5,928 | 8,160 | 7,521 | 3,222 |
| Beech A36TC | 1,040 | 659 | — | — | — | — | — | — | — | — |
| Beech BE55 | — | — | 194 | — | 284 | 674 | 936 | 981 | 961 | 416 |
| Beech BE58 | 2,498 | 2,165 | 1,727 | 4,262 | 2,637 | 1,430 | 1,558 | 1,476 | 827 | 99 |
| Beech BE65 | 3,940 | 2,181 | 5,252 | — | — | 3,385 | 1,632 | 3,435 | 1,160 | 286 |
| Beech BE76 | — | 28 | 142 | 525 | 586 | 306 | 78 | — | 123 | — |

TABLE 2.3 (continued)

TOTAL FLIGHT HOURS FOR AIRCRAFT REPORTED IN OPERATION BY AIR CARRIERS, BY MANUFACTURER AND MODEL

1979 - 1988

| Aircraft Make and model | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 |
|---|---|---|---|---|---|---|---|---|---|---|
| Piston--2-engine-(cont) | | | | | | | | | | |
| Beech BE80 | — | — | — | 7,031 | 7,667 | — | — | 591 | 3,002 | 455 |
| Beech BE95 | 899 | 635 | 9 | — | — | — | 95 | 557 | 105 | 32 |
| Beech BE99 | — | — | — | — | — | 3,719 | — | — | — | — |
| Beech STC-18 | — | — | — | — | — | — | — | — | 2,769 | — |
| Britten-Norman BN2A | 18,129 | 19,729 | 26,166 | 22,774 | 28,306 | 31,204 | 32,003 | 39,315 | 21,239 | 2,380 |
| Britten-Norman BN28 | — | — | — | — | — | — | — | — | 1,407 | 100 |
| Cessna C207T | — | — | — | — | — | 216 | 60 | — | — | — |
| Cessna C210T | — | — | — | 45 | 244 | — | — | — | — | |
| Cessna C303T | 67 | 6 | — | 237 | 207 | — | — | — | — | — |
| Cessna C310 | — | 440 | 490 | 372 | 956 | 1,059 | 2,573 | 4,227 | 2,857 | 1,157 |
| Cessna C320 | — | — | — | 8 | 20 | — | — | — | — | — |
| Cessan C337 | — | — | — | — | — | — | — | — | 129 | 38 |
| Cessna C340 | 134 | — | — | — | 6 | — | 16 | 138 | 499 | 244 |
| Cessna C401 | 376 | — | — | — | — | 788 | 513 | 1,234 | 630 | 165 |
| Cessna C402 | 104,933 | 139,843 | 184,470 | 191,070 | 166,914 | 152,596 | 103,415 | 137,504 | 120,892 | 23,816 |
| Cessna C404 | 2,321 | 4,022 | 4,959 | 4,562 | 6,730 | 9,694 | 14,184 | 22,977 | 22,260 | 2,877 |
| Cessna C411 | — | — | — | 102 | 135 | — | 6 | 60 | 470 | 51 |
| Cessna C414 | 11 | 189 | 1,279 | 523 | 522 | 2,267 | 15 | 645 | 655 | 94 |
| Cessna C421 | 89 | — | — | 46 | 26 | 32 | 26 | 14 | 573 | — |
| Convair CV240 | 3,694 | 2,967 | 3,106 | 6,284 | 7,861 | 6,609 | 7,399 | 8,299 | 3,633 | 2,067 |
| Convair CV340/CV440 | 6,229 | 6,384 | 5,584 | 4,664 | 6,910 | 15,932 | 10,633 | 17,163 | 13,744 | 16,784 |
| Curtiss-Wright C46 | — | — | 411 | 1,104 | 966 | 1,821 | 2,340 | 3,358 | 4,673 | 8,708 |
| DeHavilland DHC4 | — | — | — | — | — | — | — | — | 91 | 529 |
| DeHavilland DHC104 | — | — | — | — | — | — | 489 | 2,014 | 1,268 | 109 |
| Dornier DO28 | — | — | — | — | — | — | — | 199 | 400 | 16 |
| Douglas DC3 | 14,680 | 21,485 | 25,971 | 25,916 | 23,498 | 21,836 | 19,649 | 25,861 | 32,749 | 69,964 |
| Fairchild C82 | — | — | — | 6 | 708 | 1,252 | 1,485 | 2,198 | 2,127 | 1,957 |
| Grumman G10 | — | — | — | — | — | — | 1,104 | — | — | — |
| Grumman G21 | — | — | 787 | 1,861 | 1,927 | 1,453 | 920 | 1,309 | 3,474 | 154 |
| Grumman G44 | — | — | 56 | 110 | 151 | 96 | 80 | 76 | — | — |
| Grumman G73 | 1,887 | 11,178 | 10,411 | 7,979 | 7,669 | 7,692 | 5,004 | 7,221 | 3,662 | — |
| Grumman G111 | — | 1,712 | 3,476 | 3,207 | 4,298 | 1,817 | — | — | — | — |
| Martin M404 | 127 | 10 | — | 217 | 5,094 | 5,732 | 5,051 | 9,014 | 7,604 | 12,659 |
| Partenivia PT68 | 13 | 1,362 | — | — | — | — | — | — | — | — |
| Piper PA23 | 4,024 | 5,100 | 4,113 | 6,308 | 4,691 | 6,658 | 4,671 | 9,969 | 9,996 | 1,073 |
| Piper PA28 | — | — | — | — | — | 42 | 33 | — | — | — |
| Piper PA30 | — | — | — | 17 | 460 | 721 | 228 | 392 | 281 | 22 |
| Piper PA31 | 61,016 | 67,554 | 72,782 | 102,855 | 114,330 | 128,305 | 95,310 | 118,451 | 120,618 | 25,751 |
| Piper PA32 | 768 | 698 | — | — | — | — | — | — | — | — |
| Piper PA34 | 1,266 | 981 | 7,352 | 7,255 | 6,660 | 7,298 | 5,022 | 8,853 | 8,569 | 1,157 |
| Piper PA44 | 354 | 524 | 418 | 39 | — | 259 | 205 | 238 | 938 | 25 |
| Piper PA600 | 106 | 409 | 321 | — | — | 169 | 239 | 108 | 7,596 | 1,189 |
| Piper PA1020T | — | 558 | 1,005 | — | — | — | — | — | — | — |
| Helicopters-total | 4,270 | 3,847 | 4,985 | 5,322 | 7,998 | 9,037 | 5,380 | 1,139 | 370 | 2,223 |

Source: Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.

TABLE 2.4

TOTAL LARGE AIRCRAFT REPORTED IN OPERATION by DOMESTIC, FLAG AND SUPPLEMENTAL/SCHEDULED CARGO AIR CARRIERS AND COMMERCIAL OPERATORS BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| TOTAL | 4,439 | 3,913 | 427 | 1,542 | 1,944 | 438 | 95 | 343 | 88 | 36 | — | 52 | — |
| Aerial Transit | 7 | — | — | — | — | 2 | 2 | — | 5 | 5 | — | — | — |
| Aero Virgin Islands | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Air Berlin | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Air Specialties dba Air America | 4 | 4 | — | 4 | — | — | — | — | — | — | — | — | — |
| Air Train | 4 | 4 | 4 | — | — | — | — | — | — | — | — | — | — |
| Air Transport Intl. | 4 | 4 | 4 | — | — | — | — | — | — | — | — | — | — |
| Air Wisconsin dba United Express | 31 | 11 | 11 | — | — | 20 | — | 20 | — | — | — | — | — |
| Airborne Express | 46 | 34 | 15 | — | 19 | 12 | — | 12 | — | — | — | — | — |
| Airlift International | 4 | 1 | 1 | — | — | 3 | — | 3 | — | — | — | — | — |
| Alaska Airlines | 46 | 46 | — | 22 | 24 | — | — | — | — | — | — | — | — |
| Aloha Airlines | 12 | 12 | — | — | 12 | — | — | — | — | — | — | — | — |
| American Airlines | 548 | 548 | 9 | 293 | 246 | — | — | — | — | — | — | — | — |
| American Trans Air | 18 | 18 | — | 18 | — | — | — | — | — | — | — | — | — |
| American West Airlines | 71 | 68 | — | — | 68 | 3 | — | 3 | — | — | — | — | — |
| Amerijet Internacional | 6 | 6 | — | 6 | — | — | — | — | — | — | — | — | — |
| Arrow Air | 4 | 4 | 4 | — | — | — | — | — | — | — | — | — | — |
| Aspen Airways dba United Express | 14 | 4 | 4 | — | — | 10 | — | 10 | — | — | — | — | — |
| Atlantic Southeast Airlines | 11 | — | — | — | — | 11 | 5 | 6 | — | — | — | — | — |
| Bar Harbor Airways | 7 | — | — | — | — | 7 | — | 7 | — | — | — | — | — |
| Basler Flight Service | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Bo S Aire Airlines | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Braniff | 35 | 35 | — | 25 | 10 | — | — | — | — | — | — | — | — |
| Britt Airways dba Britt Airways & Eastern Express | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Buffalo Airways | 2 | 2 | 2 | — | — | — | — | — | — | — | — | — | — |
| Business Air | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| CCair dba Piedmont Commuter | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Challenge Air Itnl. | 2 | 2 | 2 | — | — | — | — | — | — | — | — | — | — |
| Chautauqua Airlines dba Allegheny Commuter | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Command Airway | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Condor Aviation | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Conner Airlines | 4 | 1 | 1 | — | — | — | — | — | 3 | 3 | — | — | — |
| Connie Kalitta Services | 12 | 12 | 7 | 4 | 1 | — | — | — | — | — | — | — | — |
| Continental and/or New York Continental Airlines | 338 | 338 | 8 | 114 | 216 | — | — | — | — | — | — | — | — |
| Delta Airlines | 384 | 384 | 5 | 171 | 208 | — | — | — | — | — | — | — | — |
| DHL Airways | 8 | 8 | — | 8 | — | — | — | — | — | — | — | — | — |

TABLE 2.4 (continued)

TOTAL LARGE AIRCRAFT REPORTED IN OPERATION by DOMESTIC, FLAG AND SUPPLEMENTAL/SCHEDULED CARGO AIR CARRIERS AND COMMERCIAL OPERATORS BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1968

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Eastern Airlines | 246 | 246 | — | 125 | 121 | — | — | — | — | — | — | — | — |
| Emerald Air | 5 | 5 | — | — | 5 | — | — | — | — | — | — | — | — |
| ERA Aviation dba ERA Helicopters | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Evergreen Intl. Airlines | 23 | 23 | 6 | 9 | 8 | — | — | — | — | — | — | — | — |
| Executive Air Charter dba American Eagle | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| Express One Intl. | 9 | 9 | — | 7 | 2 | — | — | — | — | — | — | — | — |
| Fairway Corp. | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Federal Express | 90 | 90 | — | 90 | — | — | — | — | — | — | — | — | — |
| Flight Trails dba Air Resorts Airlines | 10 | — | — | — | — | 3 | — | 3 | 7 | — | — | 7 | — |
| Florida Airmotive | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Florida Express dba Braniff Express | 17 | 17 | — | — | 17 | — | — | — | — | — | — | — | — |
| Florida West Airlines | 4 | 4 | 4 | — | — | — | — | — | — | — | — | — | — |
| Flying Tiger Lines | 41 | 41 | 28 | 13 | — | — | — | — | — | — | — | — | — |
| Frontier Flying Service | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| General Aviation | 6 | — | — | — | — | — | — | — | 6 | — | — | 6 | — |
| Great American Airways | 2 | 2 | — | — | 2 | — | — | — | — | — | — | — | — |
| Gulf Air | 7 | 7 | — | 7 | — | — | — | — | — | — | — | — | — |
| Hawaiian Airlines | 31 | 23 | 6 | 5 | 12 | 8 | 8 | — | — | — | — | — | — |
| Henson Aviation | 26 | — | — | — | — | 26 | 6 | 20 | — | — | — | — | — |
| Horizon Air Industries | 14 | 2 | — | — | 2 | 12 | — | 12 | — | — | — | — | — |
| Imperial Aviation | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Interface Group dba Five Star Airlines | 2 | 2 | — | 2 | — | — | — | — | — | — | — | — | — |
| International Air Services dba Spirit of America Airlines | 2 | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — |
| Interstate Airlines | 21 | 21 | 21 | — | — | — | — | — | — | — | — | — | — |
| Jet Fleet | 1 | 1 | — | — | 1 | — | — | — | — | — | — | — | — |
| Key Airlines | 8 | 8 | — | 8 | — | — | — | — | — | — | — | — | — |
| Lincoln Airlines | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Markair | 9 | 5 | — | — | 5 | 4 | 4 | — | — | — | — | — | — |
| Mesaba Airlines | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Metro Express dba Eastern Metro Express | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| MGM Grand Air | 3 | 3 | — | 3 | — | — | — | — | — | — | — | — | — |

TABLE 2.4 (continued)

TOTAL LARGE AIRCRAFT REPORTED IN OPERATION by DOMESTIC, FLAG AND SUPPLEMENTAL/SCHEDULED CARGO AIR CARRIERS AND COMMERCIAL OPERATORS BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Mid Pacific Airlines | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| Midway Airlines | 40 | 40 | — | — | 40 | — | — | — | — | — | — | — | — |
| Midwest Express Airlines | 9 | 9 | — | — | 9 | — | — | — | — | — | — | — | — |
| Million Air | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Mountain Air Cargo | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Northern Air Cargo | 11 | — | — | — | — | — | — | — | 11 | 11 | — | — | — |
| Northwest Airlines | 319 | 309 | 40 | 91 | 178 | 10 | — | 10 | — | — | — | — | — |
| Orion Lift Service | 47 | 47 | 2 | 37 | 8 | — | — | — | — | — | — | — | — |
| Pacific Alaska Airlines | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Pacific Interstate Airlines dba Majestic Airlines | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — | — |
| Pan Am Express | 19 | — | — | — | — | 19 | 10 | 9 | — | — | — | — | — |
| Pan Am Shuttle | 1 | 1 | — | 1 | — | — | — | — | — | — | — | — | — |
| Pan American World Airways | 136 | 136 | 35 | 65 | 36 | — | — | — | — | — | — | — | — |
| Pandora Enterprises | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Pennsylvania Commuter Airlines dba Allegheny Commuter | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| PHH Air | 13 | 13 | — | 8 | 5 | — | — | — | — | — | — | — | — |
| Piedmont Aviation | 195 | 195 | — | 34 | 161 | — | — | — | — | — | — | — | — |
| Pilgrim Aviation & Airlines | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Pocono Airlines dba Allegheny Commuter | 7 | — | — | — | — | 7 | — | 7 | — | — | — | — | — |
| Ports of Call Air | 9 | 9 | 9 | — | — | — | — | — | — | — | — | — | — |
| Presidential Airways | 9 | 9 | 8 | — | 1 | — | — | — | — | — | — | — | — |
| Reeve Aleutian Airways | 7 | 2 | — | 2 | — | 5 | 3 | 2 | — | — | — | — | — |
| Resort Air dba Trans World Express | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Rich International Airways | 3 | 3 | 3 | — | — | — | — | — | — | — | — | — | — |
| Rocky Mountain Airways dba Continental Express | 5 | — | — | — | — | 5 | 5 | — | — | — | — | — | — |
| Rosenbalm Aviation | 26 | 26 | 26 | — | — | — | — | — | — | — | — | — | — |
| Ross Aviation | 3 | — | — | — | — | 3 | 3 | — | — | — | — | — | — |
| Salair | 9 | — | — | — | — | — | — | — | 9 | — | — | 9 | — |
| Sedalia Marshall Boonville Stage Line | 16 | — | — | — | — | 16 | — | 16 | — | — | — | — | — |
| Sierra Pacific Airlines | 14 | — | — | — | — | 14 | — | 14 | — | — | — | — | — |
| Simmons Airlines dba American Eagle | 38 | — | — | — | — | 38 | — | 38 | — | — | — | — | — |
| Skyfreighters | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Smith, Bill | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Southern Air Transport | 30 | 13 | 13 | — | — | 17 | 17 | — | — | — | — | — | — |

TABLE 2.4 (continued)

TOTAL LARGE AIRCRAFT REPORTED IN OPERATION by DOMESTIC, FLAG AND SUPPLEMENTAL/SCHEDULED
CARGO AIR CARRIERS AND COMMERCIAL OPERATORS
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Southern Jersey Airways dba Eastern Express | 1 | — | — | — | — | 1 | 1 | — | — | — | — | — | — |
| Southwest Airlines | 85 | 85 | — | — | 85 | — | — | — | — | — | — | — | — |
| Southwind Airlines | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Stateswest Airlines | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Suburban Airlines | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Sun Country Airlines | 6 | 6 | — | 6 | — | — | — | — | — | — | — | — | — |
| Sunworld International Airways | 3 | 3 | — | — | 3 | — | — | — | — | — | — | — | — |
| Systems Intl. Airways | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| T P I Intl Airways | 7 | 1 | 1 | — | — | 6 | 6 | — | — | — | — | — | — |
| Tempelhof Airways USA | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Tower Air | 4 | 4 | 4 | — | — | — | — | — | — | — | — | — | — |
| Trans Air Link | 12 | — | — | — | — | — | — | — | 12 | 12 | — | — | — |
| Trans Continental Airlines dba T C A | 10 | 3 | 3 | — | — | — | — | — | 7 | 4 | — | 3 | — |
| Trans Florida | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Trans Intl. Airlines | 7 | 7 | 7 | — | — | — | — | — | — | — | — | — | — |
| Trans World Airlines | 216 | 216 | 18 | 108 | 90 | — | — | — | — | — | — | — | — |
| Tropical Airways | 1 | 1 | 1 | — | — | — | — | — | — | — | — | — | — |
| Twin Town Leasing | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| United Airlines | 402 | 402 | 60 | 204 | 138 | — | — | — | — | — | — | — | — |
| United Parcel Service | 89 | 89 | 42 | 34 | 13 | — | — | — | — | — | — | — | — |
| Universal Airlines | 1 | — | — | — | — | — | — | — | 1 | 1 | — | — | — |
| USAir | 206 | 206 | — | 10 | 196 | — | — | — | — | — | — | — | — |
| Viking Intl. Airlines | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| Westair Commuter dba United Express | 11 | 6 | 6 | — | — | 5 | — | 5 | — | — | — | — | — |
| World Airways | 6 | 6 | — | 6 | — | — | — | — | — | — | — | — | — |
| Worldwide Airlines | 30 | — | — | — | — | 30 | — | 30 | — | — | — | — | — |
| Wrangler Aviation | 4 | — | — | — | — | 4 | 4 | — | — | — | — | — | — |
| Zantop International Airlines | 36 | 6 | 6 | — | — | 30 | 21 | 9 | — | — | — | — | — |

Source: Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.

Large aircraft—an aircraft with a seating capacity of more than 30 seats or a payload of more than 7,500 pounds.

TABLE 2.5

TOTAL SMALL AIRCRAFT REPOTED IN OPERATION by COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXIS

BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| TOTAL | 1,221 | 2 | — | — | 2 | 937 | — | 937 | 274 | — | 3 | 271 | 8 |
| 40 Mile Air | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Aero Coach International | 27 | — | — | — | — | — | — | — | 27 | — | — | 27 | — |
| Air Cape dba Nantucket Airlines | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Air Caribe | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Air Kentucky Airlines dba Allegheny Commuter | 10 | — | — | — | — | 10 | — | 10 | — | — | — | — | — |
| Air Midwest | 45 | — | — | — | — | 45 | — | 45 | — | — | — | — | — |
| Air Molokai | 9 | — | — | — | — | — | — | — | 9 | — | — | 9 | — |
| Air Nevada Airlines | 5 | — | — | — | — | — | — | — | 5 | — | — | 5 | — |
| Air Sunshine | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Air Tour Acquisition dba Panorama Air Tour | 8 | — | — | — | — | — | — | — | 8 | — | — | 8 | — |
| Aloha Islandair | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Alpha Aviation | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Alpine Aviation | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Atlantic Southeast Airlines | 41 | — | — | — | — | 41 | — | 41 | — | — | — | — | — |
| Atlantis Airlines dba Eastern Atlantis Express | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Aviation Associates dba Sunaire | 13 | — | — | — | — | 11 | — | 11 | 2 | — | — | 2 | — |
| Baker Aviation | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Baldwin, Daniel dba Wrangell Air Service | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Bar Harbor Airways | 47 | — | — | — | — | 47 | — | 47 | — | — | — | — | — |
| Bemidji Aviation Services | 3 | — | — | — | — | 1 | — | 1 | 2 | — | — | 2 | — |
| Bering Air | 7 | — | — | — | — | — | — | — | 7 | — | — | 7 | — |
| Big Island Air | 3 | — | — | — | — | 1 | — | 1 | 2 | — | — | 2 | — |
| Big Sky Transportation Co. | 14 | — | — | — | — | 11 | — | 11 | 3 | — | — | 3 | — |
| Bo S Aire Airline | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Britt Airways dba Britt Airways & Eastern Express | 29 | — | — | — | — | 29 | — | 29 | — | — | — | — | — |
| Brockway Air NY dba Piedmont Commuter | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Brockway Air VT dba Piedmont Commuter | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Business Air | 7 | — | — | — | — | — | — | — | 7 | — | — | 7 | — |
| Cape Smythe Air Service | 8 | — | — | — | — | 2 | — | 2 | 6 | — | — | 6 | — |
| Capitol Air Service | 5 | — | — | — | — | — | — | — | 5 | — | — | 5 | — |
| Catskill Airways | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| CCair dba Piedmont Commuter | 15 | — | — | — | — | 15 | — | 15 | — | — | — | — | — |
| Chalks International Airlines | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |

TABLE 2.5 (continued)

TOTAL SMALL AIRCRAFT REPOTED IN OPERATION by COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXIS

BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| Chaparral Air Service dba American Eagle | 24 | — | — | — | — | 24 | — | 24 | — | — | — | — | — |
| Chartair | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Chautauqua Airlines dba Allegheny Commuter | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Christman Air Systems | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| Clearwater Flying Service dba Empire Airways | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Coastal Air Transport | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Coastal Airlines dba National Air | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Comair | 53 | — | — | — | — | 53 | — | 53 | — | — | — | — | — |
| Command Airways | 7 | — | — | — | — | 7 | — | 7 | — | — | — | — | — |
| Conquest Airlines Corp. | 7 | — | — | — | — | 7 | — | 7 | — | — | — | — | — |
| Crown Air | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Crown Airways dba Allegheny Commuter | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| DHL Airways | 12 | 1 | — | — | 1 | 10 | — | 10 | — | — | — | — | 1 |
| Direct Air | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| East Hampton Aire | 18 | — | — | — | — | 3 | — | 3 | 15 | — | — | 15 | — |
| ERA Aviation dba ERA Helicopters | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Executive Air Charter dba American Eagle | 9 | — | — | — | — | 9 | — | 9 | — | — | — | — | — |
| Express Airlines dba Northwest Air Link | 36 | — | — | — | — | 36 | — | 36 | — | — | — | — | — |
| Fairways | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Flamenco Airways | 6 | — | — | — | — | — | — | — | 6 | — | 1 | 5 | — |
| Flight Lines dba Southern Express | 16 | — | — | — | — | 9 | — | 9 | 7 | — | — | 7 | — |
| Florida Airmotive | 6 | — | — | — | — | — | — | — | 6 | — | — | 6 | — |
| Friendship Air Alaska | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Frontier Flying Service | 6 | — | — | — | — | 1 | — | 1 | 5 | — | — | 5 | — |
| Golden Pacific Airlines | 11 | — | — | — | — | 2 | — | 2 | 9 | — | — | 9 | — |
| Grand Canyon | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Great Lakes Aviation | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Harbor Airlines | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Helicopter Air Service dba Trump Air | 3 | — | — | — | — | — | — | — | — | — | — | — | 3 |
| Henson Aviation | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Hermens Air | 5 | — | — | — | — | 3 | — | 3 | 2 | — | — | 2 | — |
| Horizon Air | 27 | — | — | — | — | 27 | — | 27 | — | — | — | — | — |
| Imperial Aviation | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Intercity Airlines dba Havasu Airlines | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Iowa Airways | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Jet Express | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Jetstream Intl. Airlines | 31 | — | — | — | — | 31 | — | 31 | — | — | — | — | — |
| JIB dba Action Air Charters | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Kenosha Aero dba Alliance Airlines | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |

TABLE 2.5 (continued)

TOTAL SMALL AIRCRAFT REPOTED IN OPERATION by COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXIS

BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-engs. | 3-engs. | 2-engs. | Total | 4-engs. | 2-engs. | Total | 4-engs. | 3-engs. | 2-engs. | Wing |
| Ketchikan Air Service | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| L A B Flying Service | 6 | — | — | — | — | — | — | — | 6 | — | — | 6 | — |
| Lake Union Air Service | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Larry's Flying Service | 7 | — | — | — | — | — | — | — | 7 | — | — | 7 | — |
| Mall Airways | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| Merlin Express | 10 | — | — | — | — | 10 | — | 10 | — | — | — | — | — |
| Mesa Airlines | 14 | — | — | — | — | 14 | — | 14 | — | — | — | — | — |
| Mesaba Airlines | 10 | — | — | — | — | 10 | — | 10 | — | — | — | — | — |
| Metro Express II dba American Eagle | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Metro Express dba Eastern Metro Express | 19 | — | — | — | — | 19 | — | 19 | — | — | — | — | — |
| Metroflight dba American Eagle | 16 | — | — | — | — | 16 | — | 16 | — | — | — | — | — |
| Midcontinent Airlines | 4 | — | — | — | — | 3 | — | 3 | 1 | — | — | 1 | — |
| Midstate Airlines | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Midway Airline 1987 | 19 | — | — | — | — | 19 | — | 19 | — | — | — | — | — |
| Midwest Aviation Divsion of Southwest Aviation | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Montauk Caribbean Airways dba Long Island Airlines | 9 | 1 | — | — | 1 | 2 | — | 2 | 6 | — | — | 6 | — |
| MST Aviation dba MST Aviation of Wisconsin | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| N E Airlines | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Nashville Eagle dba American Eagle | 38 | — | — | — | — | 38 | — | 38 | — | — | — | — | — |
| New York Helicopter Corp. | 4 | — | — | — | — | — | — | — | — | — | — | — | 4 |
| Nicholson Air Service dba Cumberland Airlines | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| NPA dba United Express | 16 | — | — | — | — | 16 | — | 16 | — | — | — | — | — |
| Peninsula Airways | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Pennsylvania Aviation dba Wings Airways | 6 | — | — | — | — | 1 | — | 1 | 5 | — | 2 | 3 | — |
| Pennsylvania Commuter Airlines dba Allegheny Commuter | 11 | — | — | — | — | 11 | — | 11 | — | — | — | — | — |
| Pilgram Aviation and Airlines | 22 | — | — | — | — | 22 | — | 22 | — | — | — | — | — |
| Pocono Airlines dba Allegheny Commuter | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Precision Aviation | 18 | — | — | — | — | 18 | — | 18 | — | — | — | — | — |
| Presidential Airways | 8 | — | — | — | — | 8 | — | 8 | — | — | — | — | — |
| Prime Air | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| Propheter Construction Co. | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| Resort Air dba Trans World Express | 13 | — | — | — | — | 13 | — | 13 | — | — | — | — | — |
| Resort Commuter | 3 | — | — | — | — | 3 | — | 3 | — | — | — | — | — |
| Rocky Mountain Airways dba Continental Express | 10 | — | — | — | — | 10 | — | 10 | — | — | — | — | — |
| Ross Aviation | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Royale Airlines | 6 | — | — | — | — | 6 | — | 6 | — | — | — | — | — |
| Ryan Air Service | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |
| S F O Helicopter Airlines | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Sallee's Aviation | 2 | — | — | — | — | — | — | — | 2 | — | — | 2 | — |
| San Juan Airlines | 13 | — | — | — | — | 11 | — | 11 | 2 | — | — | 2 | — |
| Scenic Airlines | 13 | — | — | — | — | 13 | — | 13 | — | — | — | — | — |
| Skagway Air Service | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Skywest Airlines | 45 | — | — | — | — | 45 | — | 45 | — | — | — | — | — |

TABLE 2.5 (continued)

TOTAL SMALL AIRCRAFT REPOTED IN OPERATION by COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXIS

BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1988

| Name of Carrier | Total All Aircraft | Turbojet | | | | Turboprop | | | Piston | | | | Rotary |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | 4-eng. | 3-eng. | 2-eng. | Total | 4-eng. | 2-eng. | Total | 4-eng. | 3-eng. | 2-eng. | Wing |
| South Central Air | 8 | — | — | — | — | 5 | — | 5 | 3 | — | — | 3 | — |
| South Pacific Island Airways | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Southern Jersey Airways dba Eastern Express | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| Stateswest Airlines | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Suburban Airlines | 5 | — | — | — | — | 5 | — | 5 | — | — | — | — | — |
| Templehof Airways USA | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Temsco Helicopters | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 | — |
| Texas National Airlines | 2 | — | — | — | — | 2 | — | 2 | — | — | — | — | — |
| Valley Flying Service | 4 | — | — | — | — | — | — | — | 4 | — | — | 4 | — |
| Vieques Air Link | 10 | — | — | — | — | — | — | — | 10 | — | — | 10 | — |
| Virgin Air dba Air St Thomas | 10 | — | — | — | — | — | — | — | 10 | — | — | 10 | — |
| Virgin Island Seaplane Shuttle | 6 | — | — | — | — | 3 | — | 3 | 3 | — | — | 3 | — |
| Walkers Aviation | 2 | — | — | — | — | 1 | — | 1 | 1 | — | — | 1 | — |
| Westair Commuter dba United Express | 45 | — | — | — | — | 45 | — | 45 | — | — | — | — | — |
| Wilburs | 9 | — | — | — | — | — | — | — | 9 | — | — | 9 | — |
| Worldwide Airlines | 4 | — | — | — | — | 4 | — | 4 | — | — | — | — | — |
| WRA | 1 | — | — | — | — | 1 | — | 1 | — | — | — | — | — |
| Wright Air Service | 3 | — | — | — | — | — | — | — | 3 | — | — | 3 | — |

Source: Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.

mall aircraft—an aircraft with a seating capacity of 30 seats or less or a payload of 7,500 pounds or less.

# CHAPTER III

# U.S. GENERAL AVIATION AIRCRAFT

TABLE 3.1

U.S. REGISTERED GENERAL AVIATION AIRCRAFT BY

ENGINE TYPE: DECEMBER 31, 1980 THROUGH 1988

| Engine Type and Number of Seats | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|---|---|
| TOTAL | 255,735 | 257,535 | 254,745 | 260,38 | 266,886 | 269,096 | 271,611 | 269,712 | 266,910 |
| Fixed-Wing—Total | 240,356 | 241,293 | 238,054 | 242,794 | 248,335 | 249,911 | 251,938 | 249,610 | 246,776 |
| Piston-powered-total | 233,131 | 232,712 | 228,794 | 232,945 | 237,665 | 238,882 | 239,965 | 238,637 | 236,453 |
| Single-engine | 204,282 | 203,820 | 200,255 | 204,091 | 208,439 | 209,698 | 210,929 | 210,350 | 208,973 |
| 1-3 place | 85,122 | 82,831 | 82,154 | 84,325 | 86,499 | 87,194 | 87,988 | 88,056 | 87,852 |
| 4+ place | 119,160 | 119,989 | 118,101 | 119,766 | 121,940 | 122,504 | 122,941 | 122,294 | 121,121 |
| Two-engine | 28,481 | 28,547 | 28,193 | 28,519 | 28,850 | 28,809 | 28,676 | 27,940 | 27,154 |
| 1-6 place | 18,598 | 18,639 | 18,370 | 18,613 | 18,823 | 18,815 | 18,705 | 18,458 | 18,071 |
| 7+ place | 9,883 | 9,908 | 9,823 | 9,906 | 10,027 | 9,994 | 9,971 | 9,482 | 9,083 |
| Three + - engine | 368 | 345 | 346 | 335 | 376 | 375 | 360 | 347 | 326 |
| Turboprop—total | 4,009 | 4,704 | 5,141 | 5,474 | 5,898 | 6,017 | 6,314 | 5,883 | 5,615 |
| Single-engine | 96 | 111 | 119 | 126 | 126 | 186 | 213 | 192 | 230 |
| Two-engine | 3,845 | 4,519 | 4,945 | 5,286 | 5,692 | 5,744 | 6,018 | 5,608 | 5,312 |
| 1-12 place | 3,471 | 4,048 | 4,293 | 4,819 | 4,827 | 4,830 | 5,092 | 4,796 | 4,598 |
| 13+ place | 374 | 471 | 652 | 467 | 865 | 914 | 926 | 812 | 714 |
| Three + -engine | 68 | 75 | 77 | 62 | 80 | 87 | 83 | 83 | 73 |
| Turbojet—total | 3,216 | 3,877 | 4,119 | 4,375 | 4,772 | 5,012 | 5,659 | 5,090 | 4,708 |
| Single-engine | 179 | 171 | 156 | 165 | 181 | 185 | 190 | 202 | 182 |
| Two-engine | 2,656 | 3,126 | 3,380 | 3,605 | 3,948 | 4,205 | 4,682 | 4,224 | 4,155 |
| 1-12 Place | 2,295 | 2,614 | 2,485 | 2,943 | 2,743 | 2,920 | 3,337 | 3,308 | 3,204 |
| 13+ place | 361 | 512 | 895 | 662 | 1,205 | 1,285 | 1,345 | 916 | 951 |
| Three + - engine | 381 | 580 | 583 | 605 | 643 | 622 | 787 | 664 | 371 |
| Rotorcraft—total | 9,007 | 9,504 | 9,706 | 10,025 | 10,287 | 10,364 | 10,305 | 10,361 | 10,145 |
| Piston-powered | 5,503 | 5,453 | 5,277 | 5,414 | 5,515 | 5,574 | 5,610 | 5,603 | 5,625 |
| Turbine | 3,504 | 4,051 | 4,429 | 4,611 | 4,772 | 4,790 | 4,695 | 4,758 | 4,520 |
| Other—total | 6,372 | 6,738 | 6,985 | 7,567 | 8,264 | 8,821 | 9,368 | 9,741 | 9,989 |

TABLE 3.2

U.S. REGISTERD GENERAL AVIATION AIRCRAFT

PER 1,000 SQUARE MILES AND PER 10,000 POPULATION BY FAA REGION AND STATE

DECEMBER 31, 1988

| FAA Region and State | Total Registered Aircraft | State Area Sq. Miles | Aircraft Per 1,000 Sq. Miles | Estimated July Population (000) | Aircraft Per 10,000 Population |
|---|---|---|---|---|---|
| TOTAL | 266,910 | N/A | N/A | N/A | N/A |
| United States Total* | 265,937 | 3,615,125 | 73.6 | 245,807 | 10.8 |
| Alaskan Region—total | 8,830 | 586,412 | 15.1 | 524 | 168.5 |
| Alaska | 8,830 | 586,412 | 15.1 | 524 | 168.5 |
| Central—total | 15,720 | 285,467 | 55.1 | 12,072 | 13.0 |
| Iowa | 3,401 | 56,290 | 60.4 | 2,834 | 12.0 |
| Kansas | 4,491 | 82,264 | 54.6 | 2,495 | 18.0 |
| Missouri | 5,423 | 69,686 | 77.8 | 5,141 | 10.5 |
| Nebraska | 2,405 | 77,227 | 31.1 | 1,602 | 15.0 |
| Eastern—total | 32,187 | 180,445 | 178.4 | 51,421 | 6.3 |
| Delaware | 2,260 | 2,057 | 1,098.7 | 660 | 34.2 |
| District of Columbia | 535 | 67 | N/A | 617 | 8.7 |
| Maryland | 3,260 | 10,577 | 308.2 | 4,622 | 7.1 |
| New Jersey | 4,785 | 7,837 | 610.6 | 7,721 | 6.2 |
| New York | 8,465 | 49,576 | 170.7 | 17,909 | 4.7 |
| Pennsylvania | 7,618 | 45,333 | 168.0 | 12,001 | 6.3 |
| Virginia | 4,017 | 40,817 | 98.4 | 6,015 | 6.7 |
| West Virginia | 1,247 | 24,181 | 51.6 | 1,876 | 6.6 |
| Great Lakes—total | 46,352 | 480,063 | 96.6 | 47,807 | 9.7 |
| Illinois | 9,152 | 56,400 | 162.3 | 11,614 | 7.9 |
| Indiana | 4,800 | 36,291 | 132.3 | 5,556 | 8.6 |
| Michigan | 8,807 | 58,216 | 151.3 | 9,240 | 9.5 |
| Minnesota | 5,862 | 84,068 | 69.7 | 4,307 | 13.6 |
| North Dakota | 1,932 | 70,665 | 27.3 | 667 | 29.0 |
| Ohio | 9,195 | 41,222 | 223.1 | 10,855 | 8.5 |
| South Dakota | 1,623 | 77,047 | 21.1 | 713 | 22.8 |
| Wisconsin | 4,981 | 56,154 | 88.7 | 4,655 | 10.3 |

* Includes 50 States and District of Columbia

N/A—Not applicable

Source: Data for estimated population by state obtained from Bureau of Census. Includes Armed Forces residing in each state.

TABLE 3.2 (continued)

U.S. REGISTERD GENERAL AVIATION AIRCRAFT

PER 1,000 SQUARE MILES AND PER 10,000 POPULATION BY FAA REGION AND STATE

DECEMBER 31, 1988

| FAA Region and State | Total Registered Aircraft | State Area Sq. Miles | Aircraft Per 1,000 Sq. Miles | Estimated July Population (000) | Aircraft Per 10,000 Population |
|---|---|---|---|---|---|
| New England—total | 11,583 | 66,608 | 173.9 | 12,962 | 8.9 |
| Connecticut | 2,577 | 5,009 | 514.7 | 3,233 | 8.0 |
| Maine | 1,601 | 33,215 | 48.2 | 1,205 | 13.3 |
| Massachusetts | 4,103 | 8,257 | 496.9 | 5,889 | 7.0 |
| New Hampshire | 2,116 | 9,304 | 227.4 | 1,085 | 19.5 |
| Rhode Island | 480 | 1,214 | 395.4 | 993 | 4.8 |
| Vermont | 706 | 9,609 | 73.5 | 557 | 12.7 |
| Northwest Mountain—total | 27,675 | 682,945 | 40.5 | 14,693 | 18.8 |
| Colorado | 5,298 | 104,247 | 50.8 | 3,301 | 16.0 |
| Idaho | 2,508 | 83,557 | 30.0 | 1,003 | 25.0 |
| Montana | 2,652 | 147,138 | 18.0 | 805 | 32.9 |
| Oregon | 6,317 | 96,981 | 65.1 | 2,767 | 22.8 |
| Utah | 1,785 | 84,916 | 21.0 | 1,690 | 10.6 |
| Washington | 7,944 | 68,192 | 116.5 | 4,648 | 17.1 |
| Wyoming | 1,171 | 97,914 | 12.0 | 479 | 24.4 |
| Southern—total | 43,279 | 383,042 | 113.0 | 43,980 | 9.8 |
| Alabama | 3,991 | 51,609 | 77.3 | 4,102 | 9.7 |
| Florida | 16,377 | 58,560 | 279.7 | 12,335 | 13.3 |
| Georgia | 6,027 | 58,876 | 102.4 | 6,342 | 9.5 |
| Kentucky | 2,045 | 40,396 | 50.6 | 3,727 | 5.5 |
| Mississippi | 2,323 | 47,716 | 48.7 | 2,620 | 8.9 |
| North Carolina | 6,029 | 52,586 | 114.7 | 6,489 | 9.3 |
| South Carolina | 2,365 | 31,055 | 76.2 | 3,470 | 6.8 |
| Tennessee | 4,122 | 42,244 | 97.6 | 4,895 | 8.4 |
| Southwest—total | 35,737 | 560,550 | 63.8 | 28,393 | 12.6 |
| Arkansas | 3,081 | 53,104 | 58.0 | 2,395 | 12.9 |
| Lousiana | 3,849 | 48,523 | 79.3 | 4,408 | 8.7 |
| New Mexico | 2,764 | 121,666 | 22.7 | 1,507 | 18.3 |
| Oklahoma | 5,055 | 69,919 | 72.3 | 3,242 | 15.6 |
| Texas | 20,988 | 267,338 | 78.5 | 16,841 | 12.5 |

Source: Data for estimated population by state obtained from Bureau of Census. Includes Armed Forces residing in each state.

N/A--Not applicable

TABLE 3.2 (continued)

U.S. REGISTERD GENERAL AVIATION AIRCRAFT

PER 1,000 SQUARE MILES AND PER 10,000 POPULATION BY FAA REGION AND STATE

DECEMBER 31, 1988

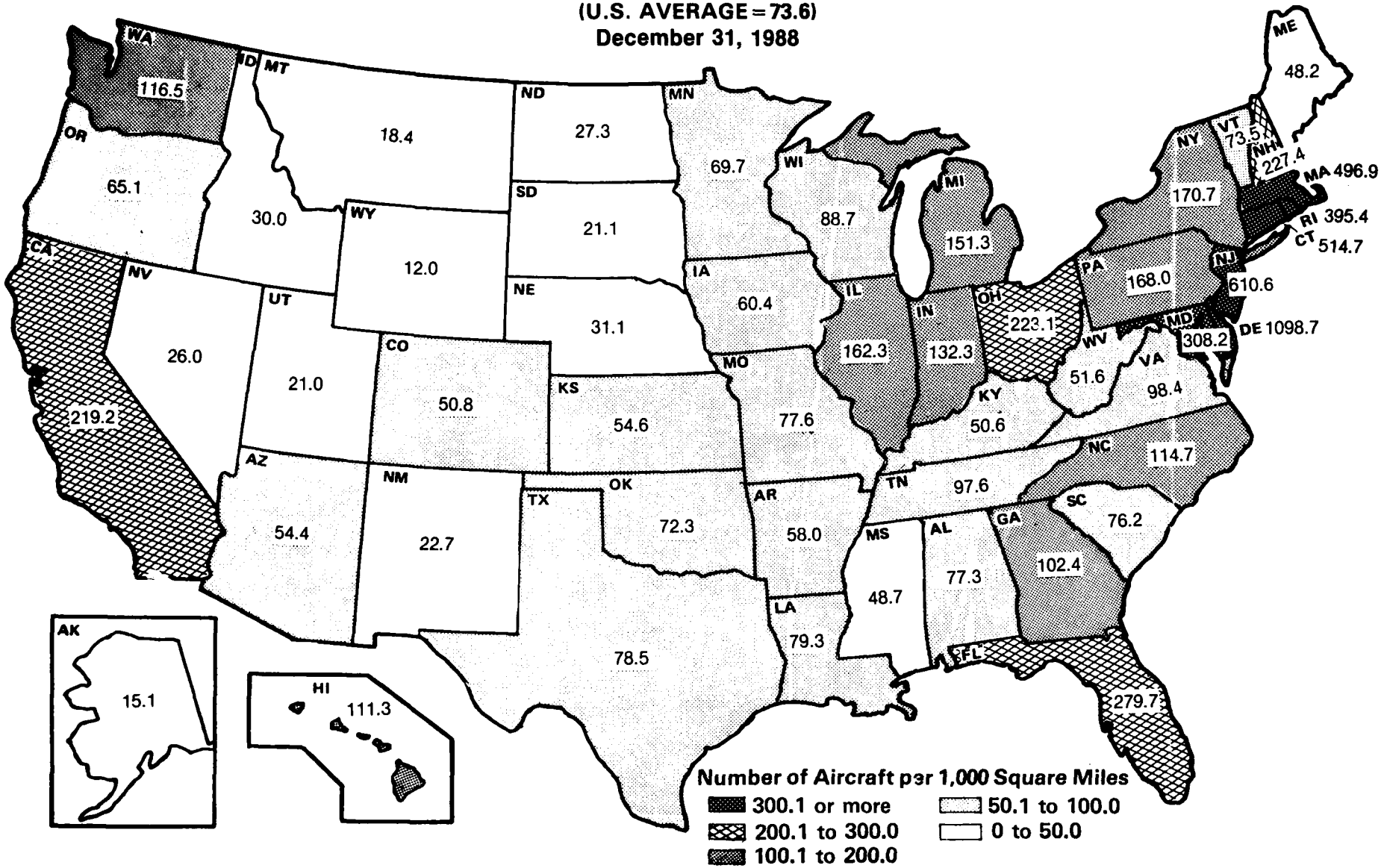
| FAA Region and State | Total Registered Aircraft | State Area Sq. Miles | Aircraft Per 1,000 Sq. Miles | Estimated July Population (000) | Aircraft Per 10,000 Population |
|---|---|---|---|---|---|
| Western Pacific —total | 44,574 | 389,592 | 114.4 | 33,955 | 13.1 |
| Arizona | 6,194 | 113,909 | 54.4 | 3,489 | 17.8 |
| California | 34,786 | 158,693 | 219.2 | 28,314 | 12.3 |
| Hawaii | 718 | 6,450 | 111.3 | 1,098 | 6.5 |
| Nevada | 2,876 | 110,540 | 26.0 | 1,054 | 27.3 |
| Outside U.S.—total | 973 | N/A | N/A | N/A | N/A |
| Puerto Rico | 379 | — | — | — | — |
| Virgin Islands | 123 | — | — | — | — |
| U.S Territories | 17 | — | — | — | — |
| Foreign | 454 | — | — | — | — |

Source: Data for estimated population by state obtained from Bureau of Census. Includes Armed Forces residing in each state.

N/A—Not applicable

# AVERAGE REGISTERED GENERAL AVIATION AIRCRAFT PER 1,000 SQUARE MILES BY STATE

(U.S. AVERAGE = 73.6)
December 31, 1988



# AVERAGE REGISTERED GENERAL AVIATION AIRCRAFT PER 10,000 POPULATION BY STATE

(U.S. AVERAGE = 10.8)
December 31, 1988

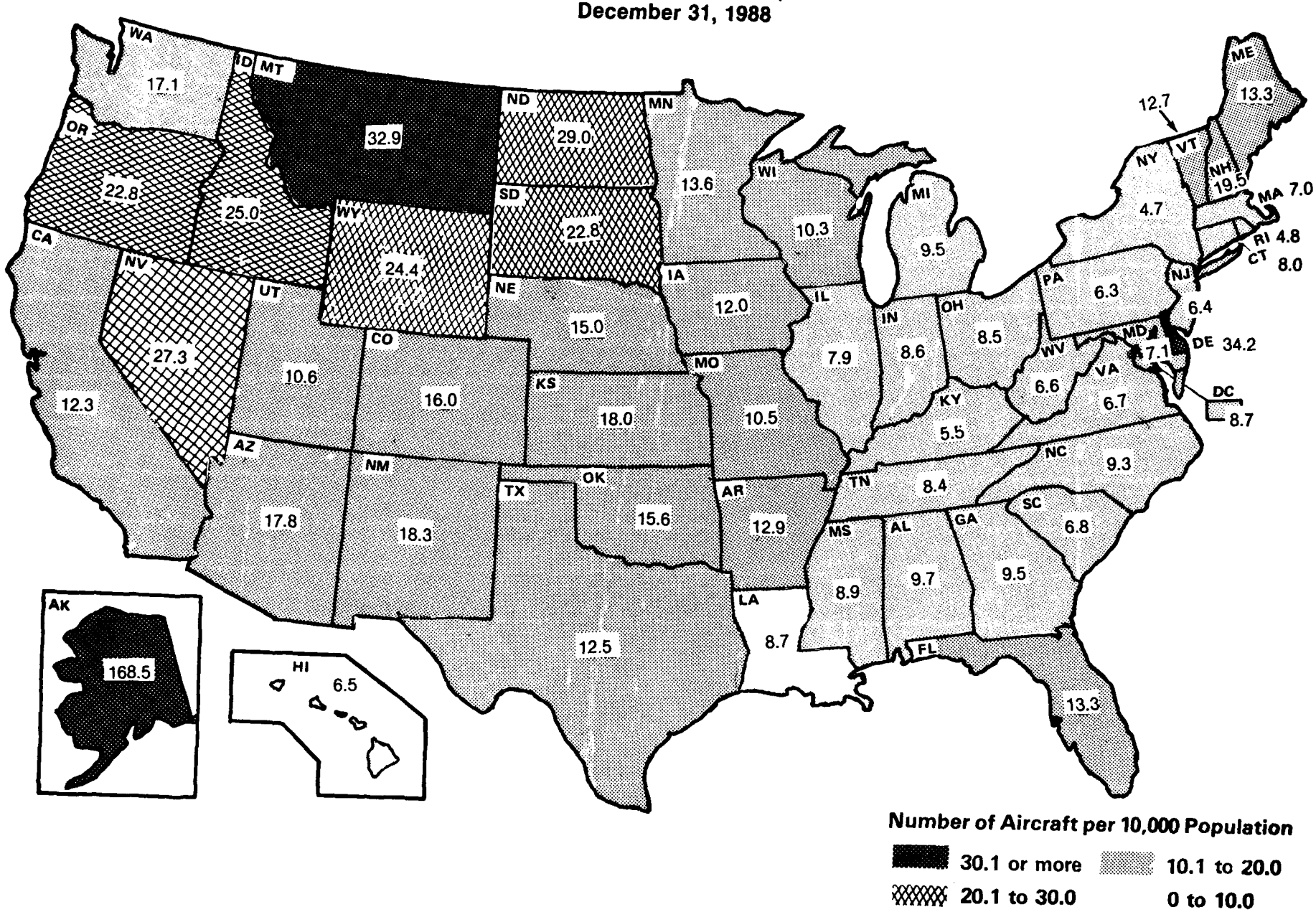


TABLE 3.3

AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION

AIRCRAFT BY STATE DECEMBER 31, 1988

| FAA Region and State | Total Registered Aircraft | Active Pilots | Pilots Per Aircraft |
|---|---|---|---|
| TOTAL | 266,910 | 694,016 | N/A |
| United States Total* | 265,937 | 673,102 | 2.5 |
| Alaskan Region—total | 8,830 | 10,191 | 1.2 |
| Alaska | 8,830 | 10,191 | 1.2 |
| Central—total | 15,720 | 34,932 | 2.2 |
| Iowa | 3,401 | 7,444 | 2.2 |
| Kansas | 4,491 | 9,416 | 2.1 |
| Missouri | 5,423 | 12,838 | 2.4 |
| Nebraska | 2,405 | 5,234 | 2.2 |
| Eastern—total | 32,187 | 90,964 | 2.8 |
| Delaware | 2,260 | 1,664 | 0.7 |
| District of Columbia | 535 | 633 | 1.2 |
| Maryland | 3,260 | 9,990 | 3.1 |
| New Jersey | 4,785 | 14,426 | 3.0 |
| New York | 8,465 | 25,228 | 3.0 |
| Pennsylvania | 7,618 | 21,199 | 2.8 |
| Virginia | 4,017 | 15,338 | 3.8 |
| West Virginia | 1,247 | 2,486 | 2.0 |
| Great Lakes—total | 46,352 | 115,271 | 2.5 |
| Illinois | 9,152 | 27,000 | 3.0 |
| Indiana | 4,800 | 12,463 | 2.6 |
| Michigan | 8,807 | 20,025 | 2.3 |
| Minnesota | 5,862 | 16,194 | 2.8 |
| North Dakota | 1,932 | 3,234 | 1.7 |
| Ohio | 9,195 | 22,194 | 2.4 |
| South Dakota | 1,623 | 2,532 | 1.6 |
| Wisconsin | 4,981 | 11,629 | 2.3 |

* Includes 50 States and District of Columbia

N/A—Not applicable

TABLE 3.3 (continued)

AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION

AIRCRAFT BY STATE DECEMBER 31, 1988

| FAA Region and State | Total Registered Aircraft | Active Pilots | Pilots Per Aircraft |
|---|---|---|---|
| New England—total | 11,583 | 34,433 | 3.0 |
| Connecticut | 2,577 | 9,326 | 3.6 |
| Maine | 1,601 | 3,890 | 2.4 |
| Massachusetts | 4,103 | 12,966 | 3.2 |
| New Hampshire | 2,116 | 4,766 | 2.3 |
| Rhode Island | 480 | 1,608 | 3.4 |
| Vermont | 706 | 1,877 | 2.7 |
| Northwest Mountain—total | 27,675 | 64,901 | 2.3 |
| Colorado | 5,298 | 17,695 | 3.3 |
| Idaho | 2,508 | 4,127 | 1.6 |
| Montana | 2,652 | 3,962 | 1.5 |
| Oregon | 6,317 | 9,830 | 1.6 |
| Utah | 1,785 | 5,469 | 3.1 |
| Washington | 7,944 | 21,772 | 2.7 |
| Wyoming | 1,171 | 2,046 | 1.7 |
| Southern—total | 43,279 | 117,731 | 2.7 |
| Alabama | 3,991 | 9,332 | 2.3 |
| Florida | 16,377 | 45,663 | 2.8 |
| Georgia | 6,027 | 18,333 | 3.0 |
| Kentucky | 2,045 | 5,796 | 2.8 |
| Mississippi | 2,323 | 4,645 | 2.0 |
| North Carolina | 6,029 | 15,025 | 2.5 |
| South Carolina | 2,365 | 6,947 | 2.9 |
| Tennessee | 4,122 | 11,990 | 2.9 |
| Southwest—total | 35,737 | 82,964 | 2.3 |
| Arkansas | 3,081 | 6,143 | 2.0 |
| Lousiana | 3,849 | 8,267 | 2.1 |
| New Mexico | 2,764 | 5,056 | 1.8 |
| Oklahoma | 5,055 | 11,353 | 2.2 |
| Texas | 20,988 | 52,145 | 2.5 |

TABLE 3.3 (continued)

AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION

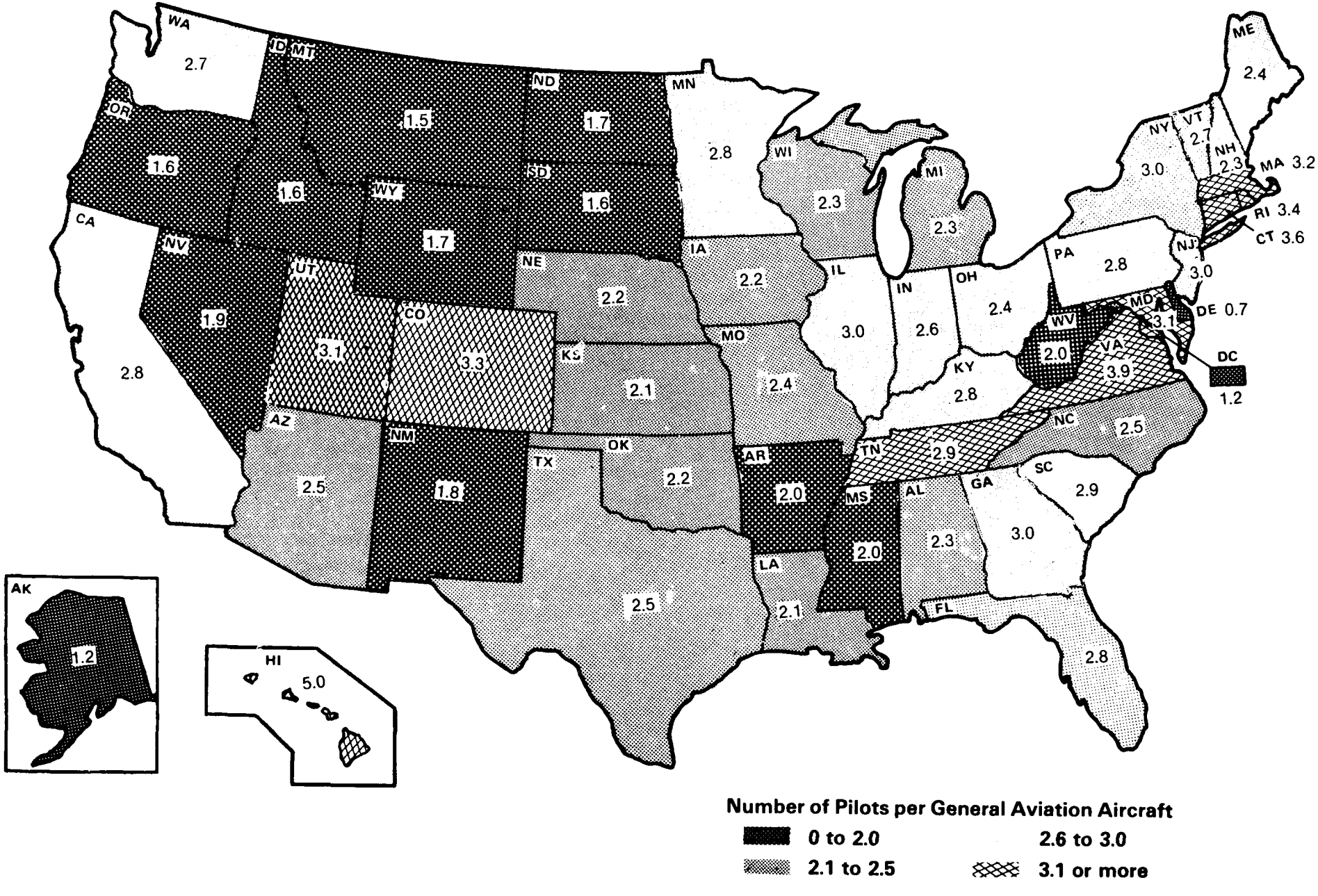
AIRCRAFT BY STATE DECEMBER 31, 1988

| FAA Region and State | Total Registered Aircraft | Active Pilots | Pilots Per Aircraft |
|---|---|---|---|
| Western Pacific —total | 44,574 | 121,715 | 2.7 |
| Arizona | 6,194 | 15,478 | 2.5 |
| California | 34,786 | 97,245 | 2.8 |
| Hawaii | 718 | 3,598 | 5.0 |
| Nevada | 2,876 | 5,394 | 1.9 |
| Outside U.S.—total | 973 | 20,914 | N/A |
| Puerto Rico | 379 | 1,417 | 3.7 |
| Virgin Islands | 123 | 307 | 2.5 |
| U.S Territories | 17 | 138 | 8.1 |
| Foreign | 454 | 19,052 | N/A |

N/A—Not applicable

# AVERAGE ACTIVE PILOTS PER REGISTERED GENERAL AVIATION AIRCRAFT BY STATE

(U.S. AVERAGE = 2.5)
December 31, 1988



## ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN

The tables in the rest of this chapter show activity for general aviation aircraft for 1987 and 1988. These data are for the active--flew one or more hours during the year--fleet as opposed to the registered fleet data shown in preceding tables.

General aviation aircraft activity information was obtained using the General Aviation Activity and Avionics Survey, which is mailed to the owners of a sample of registered general aviation aircraft. The survey collects data relative to flight hours, airframe hours and the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under instrument flight rules, fuel consumption rates, and the state where the aircraft is based.

The sample is a scientifically designed random sample which represents all general aviation aircraft registered in the United States.

Because the estimates are derived from a sample--not the total population of aircraft--a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard error is used to approximate it. Using the standard error one can develop an interval within which the true population estimate will lie with a known probability. The probability that the true value lies within the interval depends on the width of the interval, i.e., the estimate plus or minus 1, 2, or 3 times the standard error. The table below shows selected interval widths and their corresponding confidence.

| Width of Interval | Approximate Confidence That Interval Includes True Value |
|---|---|
| 1 standard error | 68% |
| 2 standard errors | 95% |
| 3 standard errors | 99% |

For example, if the estimate for the total number of active piston powered rotorcraft were 2,658 and the standard error was 176, then the 95% confidence interval would be 2,658 $\pm$ 2(176) or (2,306; 3,010). One would say that there is a 95% chance that the number of active piston powered rotorcraft lies between 2,306 and 3,010.

In some tables the standard error is expressed as a percent. To calculate the standard error multiply the estimate by the percentage. To derive the 95% confidence interval proceed as before. For example, if total hours flown were 35,792 thousand hours and the percentage standard error was 3.0%, the 95% confidence interval would be:

$$35{,}792 \pm (2 \times 3.0\% \times 35{,}792) =$$
$$35{,}792 \pm 2{,}148 =$$
$$(33{,}644; 37{,}940)$$

The standard error, percent standard error, or a code for the standard error is shown for each estimate made for the sample in this chapter.

More detail estimates and a more detailed discussion of the survey and its methodology are available in General Aviation Activity and Avionics Survey.

TABLE 3.4

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE AND PRIMARY USE: 1988
(Percent standard error is shown in parenthesis)

| Aircraft Type | Total | Executive | Business | Personal | Instructional | Aerial Application | Aerial Observation | Other Work | Commuter Air Carrier | Air Taxi | Other |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing—Total | 197,003 (0.6%) | 9,847 (4.1%) | 34,340 (3.1%) | 116,481 (1.1%) | 15,871 (4.9%) | 6,207 (3.9%) | 3,685 (11.0%) | 1,196 (19.3%) | 858 (16.0%) | 5,557 (7.6%) | 2,939 (10.7%) |
| Piston—Total | 187,556 (0.6%) | 3,270 (11.1%) | 33,495 (3.2%) | 116,273 (1.1%) | 15,851 (4.9%) | 6,093 (4.0%) | 3,664 (11.0%) | 1,188 (19.4%) | 451 (27.4%) | 4,675 (8.7%) | 2,574 (11.9%) |
| One Engine | 164,760 (0.6%) | 1,008 (21.5%) | 24,874 (3.8%) | 110,104 (1.1%) | 14,835 (5.1%) | 5,825 (3.9%) | 3,156 (12.2%) | 1,137 (20.0%) | 77 (39.4%) | 1,770 (15.4%) | 1,974 (14.3%) |
| Two Engine | 22,698 (1.4%) | 2,262 (12.9%) | 8,620 (5.5%) | 6,167 (6.9%) | 1,016 (17.8%) | 245 (35.2%) | 508 (23.5%) | 51 (77.1%) | 370 (32.3%) | 2,850 (10.6%) | 585 (19.7%) |
| Other Piston | 99 (21.7%) | 0 (0.0%) | 0 (0.0%) | 2 (302.1%) | 0 (0.0%) | 23 (0.0%) | 0 (0.0%) | 0 (0.0%) | 4 (209.3%) | 55 (28.7%) | 15 (99.6%) |
| Turboprop—Total | 5,259 (1.7%) | 3,240 (4.8%) | 648 (18.2%) | 129 (42.6%) | 9 (190.1%) | 114 (24.6%) | 14 (58.9%) | 8 (125.4%) | 402 (14.8%) | 484 (19.7%) | 212 (27.7%) |
| Two Engine | 5,057 (1.8%) | 3,229 (4.8%) | 631 (18.6%) | 95 (55.3%) | 9 (190.1%) | 10 (231.4%) | 12 (57.1%) | 8 (125.4%) | 398 (14.9%) | 484 (19.7%) | 161 (31.1%) |
| Other Turboprop | 202 (7.1%) | 10 (99.2%) | 17 (48.7%) | 34 (48.4%) | 0 (0.0%) | 104 (15.9%) | 1 (314.3%) | 0 (0.0%) | 4 (161.6%) | 0 (0.0%) | 31 (53.7%) |
| Turbojet—Total | 4,187 (2.0%) | 3,337 (2.8%) | 197 (27.8%) | 79 (28.3%) | 11 (76.9%) | 0 (0.0%) | 7 (91.6%) | 0 (0.0) | 5 (105.7%) | 398 (17.4%) | 153 (25.0%) |
| Two Engine | 3,821 (2.1%) | 3,067 (2.9%) | 183 (29.4%) | 72 (29.7%) | 7 (85.1%) | 0 (0.0%) | 7 (91.6%) | 0 (0.0%) | 5 (105.7%) | 395 (17.5%) | 85 (38.7%) |
| Other Turbojet | 367 (5.5%) | 271 (7.8%) | 14 (73.0%) | 7 (93.2%) | 4 (152.5%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 3 (146.8%) | 68 (28.7%) |
| Rotorcraft—Total | 6,406 (3.6%) | 991 (14.1%) | 468 (19.8%) | 935 (12.7%) | 334 (19.3%) | 835 (16.9%) | 772 (18.3%) | 238 (30.5%) | 113 (55.1%) | 962 (14.8%) | 758 (19.1%) |
| Piston | 2,584 (7.9%) | 17 (54.9%) | 212 (24.2%) | 821 (12.8%) | 294 (19.0%) | 454 (25.0%) | 404 (23.7%) | 65 (66.8%) | 5 (129.6%) | 14 (76.8%) | 298 (35.0%) |
| Turbine | 3,822 (2.7%) | 974 (14.3%) | 256 (30.0%) | 114 (48.1%) | 40 (80.3%) | 381 (21.9%) | 369 (28.4%) | 173 (33.7%) | 108 (57.4%) | 948 (15.0%) | 460 (21.9%) |
| Other—Total | 6,857 (4.1%) | 44 (49.5%) | 110 (58.8%) | 5,141 (4.0%) | 468 (23.2%) | 0 (0.0%) | 302 (38.6%) | 407 (30.7%) | 2 (126.1%) | 0 (0.0%) | 384 (26.2%) |
| Total All Aircraft | 210,266 (0.5%) | 10,882 (4.0%) | 34,918 (3.1%) | 122,557 (1.1%) | 16,674 (4.6%) | 7,042 (4.0%) | 4,759 (9.3%) | 1,841 (14.8%) | 973 (15.5%) | 6,518 (6.9%) | 4,081 (8.6%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.4A

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE AND PRIMARY USE: 1987
(Percent standard error is shown in parenthesis)

| Aircraft Type | Total | Executive | Business | Personal | Instructional | Aerial Application | Aerial Observation | Other Work | Commuter Air Carrier | Air Taxi | Other |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing—Total | 204,067 (0.5%) | 11,116 (3.9%) | 39,324 (2.7%) | 117,895 (1.1%) | 14,831 (5.0%) | 5,760 (3.0%) | 3,654 (10.4%) | 1,125 (18.5%) | 1,005 (15.6%) | 4,909 (8.1%) | 4,449 (8.6%) |
| Piston—Total | 194,455 (0.5%) | 4,740 (8.2%) | 38,455 (2.7%) | 117,712 (1.1%) | 14,749 (5.0%) | 5,682 (3.1%) | 3,594 (10.5%) | 1,109 (18.8%) | 698 (21.4%) | 4,050 (9.4%) | 3,666 (9.9%) |
| One Engine | 171,035 (0.6%) | 1,448 (16.7%) | 29,152 (3.2%) | 112,000 (1.1%) | 14,032 (5.2%) | 5,558 (3.1%) | 3,259 (11.4%) | 1,032 (19.6%) | 311 (29.0%) | 1,537 (16.3%) | 2,707 (12.2%) |
| Two Engine | 23,307 (1.3%) | 3,292 (9.2%) | 9,303 (4.7%) | 5,706 (6.5%) | 713 (20.1%) | 78 (46.7%) | 336 (23.2%) | 77 (*) | 387 (30.7%) | 2,489 (11.6%) | 925 (16.4%) |
| Other Piston | 112 (24.6%) | 0 (0.0%) | 0 (0.0%) | 5 (*) | 3 (*) | 45 (2.9%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 23 (45.7%) | 35 (31.9%) |
| Turboprop—Total | 5,274 (1.9%) | 3,253 (4.5%) | 504 (18.8%) | 144 (40.9%) | 57 (*) | 77 (4.4%) | 55 (44.3%) | 14 (*) | 301 (15.2%) | 485 (18.2%) | 384 (21.0%) |
| Two Engine | 5,060 (1.9%) | 3,247 (4.5%) | 504 (18.8%) | 142 (41.2%) | 57 (*) | 1 (*) | 27 (44.2%) | 14 (*) | 287 (14.9%) | 446 (19.5%) | 335 (23.0%) |
| Other Turboprop | 214 (9.0%) | 6 (*) | 0 (0.0%) | 2 (*) | 0 (0.0%) | 76 (0.0%) | 28 (*) | 0 (0.0%) | 14 (*) | 39 (36.0%) | 49 (46.7%) |
| Turbojet—Total | 4,338 (1.5%) | 3,123 (3.8%) | 365 (21.5%) | 39 (43.1%) | 26 (*) | 0 (0.0%) | 5 (*) | 1 (*) | 6 (*) | 375 (19.7%) | 398 (18.6%) |
| Two Engine | 3,900 (1.6%) | 2,918 (4.0%) | 324 (23.8%) | 9 (*) | 18 (*) | 0 (0.0%) | 5 (*) | 0 (0.0%) | 6 (*) | 375 (19.7%) | 246 (29.0%) |
| Other Turbojet | 438 (5.1%) | 205 (10.7%) | 42 (35.4%) | 30 (29.7%) | 8 (*) | 0 (0.0%) | 0 (0.0%) | 1 (*) | 0 (0.0%) | 0 (0.0%) | 152 (13.1%) |
| Rotorcraft—Total | 6,333 (3.2%) | 740 (17.4%) | 498 (20.2%) | 835 (13.3%) | 314 (21.4%) | 756 (16.4%) | 847 (18.2%) | 221 (24.9%) | 9 (*) | 1,319 (14.2%) | 793 (16.3%) |
| Piston | 2,813 (5.0%) | 17 (*) | 273 (16.9%) | 631 (10.7%) | 296 (22.3%) | 523 (15.9%) | 489 (17.5%) | 137 (31.5%) | 0 (0.0%) | 23 (*) | 424 (19.0%) |
| Turbine | 3,520 (4.2%) | 724 (17.8%) | 225 (39.6%) | 203 (43.3%) | 18 (*) | 233 (39.7%) | 358 (35.7%) | 84 (40.6%) | 9 (*) | 1,296 (14.3%) | 369 (27.4%) |
| Other—Total | 6,783 (3.4%) | 104 (*) | 121 (*) | 4,758 (4.0%) | 582 (16.3%) | 0 (0.0%) | 357 (25.0%) | 232 (30.5%) | 0 (0.0%) | 0 (0.0%) | 630 (21.7%) |
| Total All Aircraft | 217,183 (0.5%) | 11,960 (3.8%) | 39,943 (2.6%) | 123,487 (1.0%) | 15,727 (4.8%) | 6,516 (3.3%) | 4,858 (8.6%) | 1,577 (14.4%) | 1,014 (15.5%) | 6,228 (7.1%) | 5,873 (7.2%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.
* Indicates a standard error greater than 50.0%.

TABLE 3.5

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE
1980 - 1988
(Percent Standard error is shown in parenthesis)

| | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 |
|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing—Total | 197,003 (0.6%) | 204,067 (0.5%) | 206,090 (0.5%) | 197,974 (0.6%) | 207,571 (0.5%) | 200,831 (0.7%) | 198,377 (0.6%) | 201,201 (0.5%) | 200,097 (0.5%) |
| Piston—Total | 187,556 (0.6%) | 194,455 (0.5%) | 195,646 (0.6%) | 188,191 (0.6%) | 197,442 (0.5%) | 191,480 (0.7%) | 189,195 (0.6%) | 193,370 (0.5%) | 193,014 (0.5%) |
| One Engine | 164,760 (0.6%) | 171,035 (0.6%) | 171,777 (0.6%) | 164,385 (0.7%) | 171,922 (0.5%) | 166,247 (0.8%) | 164,173 (0.7%) | 167,898 (0.6%) | 168,435 (0.5%) |
| Two Engine | 22,698 (1.4%) | 23,307 (1.3%) | 23,721 (1.6%) | 23,659 (1.5%) | 25,258 (1.2%) | 24,910 (1.4%) | 24,882 (1.4%) | 25,356 (1.2%) | 24,366 (1.2%) |
| Other Piston | 99 (21.7%) | 112 (25.0%) | 148 (24.3%) | 148 (20.9%) | 262 (13.4%) | 143 (9.8%) | 140 (17.1%) | 114 (25.4%) | 212 (8.0%) |
| Turboprop—Total | 5,259 (1.7%) | 5,274 (1.9%) | 5,964 (1.9%) | 5,407 (2.1%) | 5,809 (1.0%) | 5,453 (1.7%) | 5,186 (1.2%) | 4,660 (1.1%) | 4,090 (1.1%) |
| Two Engine | 5,057 (1.8%) | 5,060 (1.9%) | 5,779 (1.9%) | 5,240 (2.1%) | 5,633 (1.0%) | 5,311 (1.6%) | 5,037 (1.1%) | 4,525 (1.1%) | 3,966 (1.1%) |
| Other Turboprop | 202 (7.1%) | 214 (8.9%) | 185 (16.2%) | 167 (7.8%) | 176 (8.5%) | 142 (26.8%) | 149 (18.8%) | 134 (3.7%) | 123 (8.1%) |
| Turbojet—Total | 4,187 (2.0%) | 4,338 (1.5%) | 4,480 (2.2%) | 4375 (1.7%) | 4,320 (1.6%) | 3,898 (3.3%) | 3,996 (2.8%) | 3,171 (2.3%) | 2,992 (1.3%) |
| Two Engine | 3,821 (2.1%) | 3,900 (1.6%) | 4,037 (1.6%) | 3,914 (1.7%) | 3,780 (1.3%) | 3,447 (2.7%) | 3,309 (2.5%) | 2,808 (2.4%) | 2,551 (1.5%) |
| Other Turbojet | 367 (5.5%) | 438 (5.0%) | 444 (16.2%) | 460 (7.2%) | 540 (26.9%) | 451 (20.2%) | 687 (10.6%) | 362 (6.4%) | 441 (2.9%) |
| Rotorcraft—Total | 6,406 (3.6%) | 6,333 (3.2%) | 6,943 (3.1%) | 6,418 (4.0%) | 7,096 (3.1%) | 6,540 (3.7%) | 6,169 (3.7%) | 6,974 (2.7%) | 6,001 (2.4%) |
| Piston | 2,584 (7.9%) | 2,813 (5.0%) | 2,921 (6.0%) | 2,877 (7.0%) | 2,936 (6.3%) | 2,541 (7.5%) | 2,419 (7.4%) | 3,250 (5.3%) | 2,794 (4.8%) |
| Turbine | 3,822 (2.7%) | 3,520 (4.2%) | 4,022 (3.1%) | 3,541 (4.5%) | 4,160 (2.8%) | 3,998 (3.8%) | 3,749 (3.7%) | 3,724 (2.6%) | 3,207 (1.5%) |
| Other—Total | 6,857 (4.1%) | 6,783 (3.4%) | 7,010 (3.0%) | 6,263 (3.3%) | 6,275 (2.7%) | 5,923 (3.5%) | 5,233 (4.0%) | 5,049 (3.5%) | 4,945 (2.9%) |
| Total All Aircraft | 210,266 (0.5%) | 217,183 (0.5%) | 220,044 (0.5%) | 210,654 (0.6%) | 220,943 (0.5%) | 213,293 (0.6%) | 209,779 (0.6%) | 213,226 (0.5%) | 211,045 (0.4%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.6

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN, BY AIRCRAFT TYPE AND PRIMARY USE: 1988
(Percent standard error is shown is parenthesis)

| Aircraft Type | Total | Executive | Business | Personal | Instructional | Aerial Application | Aerial Observation | Other Work | Commuter Air Carrier | Air Taxi | Other |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing—Total | 30,273,750 (1.8%) | 3,193,274 (4.8%) | 4,874,572 (4.4%) | 10,434,860 (2.6%) | 5,110,213 (7.0%) | 1,766,633 (6.1%) | 1,018,344 (16.1%) | 264,512 (21.1%) | 986,625 (16.4%) | 2,219,906 (8.6%) | 404,819 (12.4%) |
| Piston—Total | 26,226,054 (2.0%) | 781,039 (11.9%) | 4,589,549 (4.5%) | 10,412,910 (2.6%) | 5,107,276 (7.0%) | 1,704,029 (6.2%) | 1,013,169 (16.1%) | 257,727 (21.4%) | 335,914 (28.3%) | 1,719,346 (10.1%) | 305,098 (14.7%) |
| One Engine | 21,946,450 (2.2%) | 240,851 (22.3%) | 3,205,181 (5.6%) | 9,763,187 (2.7%) | 4,914,638 (7.2%) | 1,630,893 (6.3%) | 916,253 (17.6%) | 250,457 (22.0%) | 67,106 (40.2%) | 709,953 (18.0%) | 247,938 (17.2%) |
| Two Engine | 4,257,404 (4.1%) | 540,188 (14.2%) | 1,384,369 (7.5%) | 649,638 (9.8%) | 192,638 (20.8%) | 71,995 (35.1%) | 96,916 (30.3%) | 7,270 (67.4%) | 265,294 (33.2%) | 992,005 (11.3%) | 57,090 (24.9%) |
| Other Piston | 22,199 (44.5%) | 0 (0.0%) | 0 (0.0%) | 85 (302.1%) | 0 (0.0%) | 1,142 (142.2%) | 0 (0.0%) | 0 (0.0%) | 3,513 (209.3%) | 17,388 (35.3%) | 71 (102.8%) |
| Turboprop—Total | 2,369,948 (5.0%) | 1,066,279 (6.6%) | 194,540 (19.4%) | 11,714 (40.8%) | 2,748 (191.7%) | 62,604 (26.4%) | 3,455 (57.5%) | 6,785 (148.2%) | 647,906 (16.3%) | 306,331 (19.5%) | 67,587 (28.7%) |
| Two Engine | 2,286,078 (5.1%) | 1,060,833 (6.6%) | 187,315 (19.9%) | 9,994 (54.3%) | 2,748 (191.7%) | 3,220 (231.4%) | 3,195 (55.6%) | 6,785 (148.2%) | 645,575 (16.5%) | 306,331 (19.5%) | 60,082 (32.1%) |
| Other Turboprop | 83,869 (14.9%) | 5,446 (107.6%) | 7,225 (48.7%) | 1,720 (48.5%) | 0 (0.0%) | 59,384 (18.7%) | 260 (314.3%) | 0 (0.0%) | 2,330 (161.6%) | 0 (0.0%) | 7,505 (59.7%) |
| Turbojet—Total | 1,677,752 (4.4%) | 1,345,955 (5.0%) | 90,484 (30.2%) | 10,237 (37.5%) | 189 (105.6%) | 0 (0.0%) | 1,720 (92.0%) | 0 (0.0%) | 2,805 (105.7%) | 194,228 (19.5%) | 32,134 (36.8%) |
| Two Engine | 1,548,225 (4.7%) | 1,233,023 (5.4%) | 84,936 (32.2%) | 10,051 (42.5%) | 14 (85.1%) | 0 (0.0%) | 1,720 (92.0%) | 0 (0.0%) | 2,805 (105.7%) | 193,028 (19.6%) | 22,647 (48.5%) |
| Other Turbojet | 129,528 (10.9%) | 112,932 (12.2%) | 5,548 (72.6%) | 186 (90.9%) | 175 (152.5%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 1,200 (146.8%) | 9,487 (68.3%) |
| Rotorcraft—Total | 2,706,719 (6.5%) | 551,174 (21.1%) | 78,811 (27.8%) | 59,084 (20.5%) | 136,110 (21.4%) | 222,079 (19.6%) | 354,965 (22.9%) | 140,333 (35.7%) | 131,461 (55.0%) | 621,611 (21.1%) | 410,891 (22.8%) |
| Piston | 575,955 (11.6%) | 2,813 (59.0%) | 20,101 (30.3%) | 48,665 (22.9%) | 129,129 (21.5%) | 94,523 (28.3%) | 185,640 (29.0%) | 10,164 (66.0%) | 1,185 (131.5%) | 5,392 (103.8%) | 78,343 (43.5%) |
| Turbine | 2,130,764 (7.6%) | 548,361 (21.3%) | 58,710 (44.8%) | 10,419 (49.2%) | 6,981 (60.0%) | 127,556 (26.2%) | 169,324 (36.1%) | 130,170 (38.3%) | 130,277 (57.6%) | 616,419 (21.4%) | 332,548 (26.1%) |
| Other—Total | 612,998 (24.2%) | 3,999 (45.6%) | 6,747 (59.5%) | 319,393 (19.4%) | 63,019 (29.2%) | 0 (0.0%) | 38,417 (51.0%) | 161,811 (88.3%) | 81 (126.1%) | 0 (0.0%) | 19,533 (30.7%) |
| Total All Aircraft | 33,593,468 (1.7%) | 3,748,447 (5.1%) | 4,960,129 (4.3%) | 10,813,337 (2.6%) | 5,309,342 (6.8%) | 1,988,712 (5.9%) | 1,411,725 (13.1%) | 566,656 (27.2%) | 1,118,167 (15.8%) | 2,841,717 (8.1%) | 835,242 (10.7%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.6A

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN, BY AIRCRAFT TYPE AND PRIMARY USE: 1987
(Percent standard error is shown is parenthesis)

| Aircraft Type | Total | Executive | Business | Personal | Instructional | Aerial Application | Aerial Observation | Other Work | Commuter Air Carrier | Air Taxi | Other |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing—Total | 30,744,172 (1.7%) | 3,160,638 (4.6%) | 5,625,664 (3.9%) | 10,505,858 (2.4%) | 4,704,571 (6.9%) | 1,436,057 (6.0%) | 1,028,684 (16.0%) | 290,044 (21.7%) | 1,353,481 (16.1%) | 1,986,871 (9.9%) | 652,301 (10.8%) |
| Piston—Total | 27,039,354 (1.9%) | 1,022,086 (9.6%) | 5,342,750 (4.0%) | 10,484,577 (2.3%) | 4,669,747 (7.0%) | 1,372,184 (6.2%) | 1,012,717 (16.2%) | 279,990 (22.2%) | 860,441 (22.0%) | 1,534,186 (11.9%) | 460,670 (13.4%) |
| One Engine | 22,140,932 (2.0%) | 278,053 (18.7%) | 3,703,437 (4.4%) | 9,864,253 (2.4%) | 4,517,563 (7.2%) | 1,358,270 (6.2%) | 940,803 (17.0%) | 242,269 (24.3%) | 288,040 (28.5%) | 590,922 (20.6%) | 357,318 (15.5%) |
| Two Engine | 4,883,151 (5.2%) | 744,033 (11.3%) | 1,639,313 (8.9%) | 620,098 (8.1%) | 151,892 (21.0%) | 7,117 (47.6%) | 71,914 (30.8%) | 37,721 (57.2%) | 571,401 (33.6%) | 936,006 (14.4%) | 102,655 (27.2%) |
| Other Piston | 15,271 (31.5%) | 0 (0.0%) | 0 (0.0%) | 226 (126.2%) | 293 (145.2%) | 6,797 (7.6%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 7,258 (46.4%) | 697 (56.4%) |
| Turboprop—Total | 2,177,061 (5.0%) | 1,018,539 (6.2%) | 144,855 (23.5%) | 18,685 (41.2%) | 34,132 (78.1%) | 63,872 (33.6%) | 14,686 (47.2%) | 10,048 (79.8%) | 488,415 (17.4%) | 281,419 (17.9%) | 102,411 (24.7%) |
| Two Engine | 1,993,647 (5.0%) | 1,017,579 (6.2%) | 144,855 (23.5%) | 18,378 (41.5%) | 34,132 (78.1%) | 583 (235.0%) | 3,759 (44.5%) | 10,048 (79.8%) | 456,912 (17.3%) | 219,491 (20.3%) | 87,909 (27.1%) |
| Other Turboprop | 183,414 (24.7%) | 960 (202.8%) | 0 (0.0%) | 307 (368.3%) | 0 (0.0%) | 63,289 (33.8%) | 10,927 (76.9%) | 0 (0.0%) | 31,502 (118.2%) | 61,928 (36.0%) | 14,502 (58.5%) |
| Turbojet—Total | 1,527,760 (3.9%) | 1,120,012 (5.3%) | 138,060 (25.4%) | 2,597 (44.5%) | 693 (67.0%) | 0 (0.0%) | 1,281 (135.2%) | 6 (161.0%) | 4,625 (222.0%) | 171,266 (21.9%) | 89,220 (22.5%) |
| Two Engine | 1,420,614 (4.1%) | 1,046,442 (5.6%) | 118,981 (28.4%) | 1,202 (157.2%) | 623 (89.6%) | 0 (0.0%) | 1,281 (135.2%) | 0 (0.0%) | 4,625 (222.0%) | 171,266 (21.9%) | 76,193 (32.2%) |
| Other Turbojet | 107,146 (10.0%) | 73,569 (12.1%) | 19,079 (37.9%) | 1,394 (40.9%) | 69 (72.3%) | 0 (0.0%) | 0 (0.0%) | 6 (161.0%) | 0 (0.0%) | 0 (0.0%) | 13,027 (24.2%) |
| Rotorcraft—Total | 2,283,126 (7.3%) | 230,836 (21.4%) | 77,634 (23.2%) | 46,714 (17.0%) | 128,485 (24.4%) | 229,960 (16.0%) | 360,348 (24.5%) | 70,007 (28.7%) | 5,198 (126.5%) | 890,131 (19.4%) | 243,813 (18.4%) |
| Piston | 651,687 (9.2%) | 2,050 (83.4%) | 34,779 (30.1%) | 30,545 (16.3%) | 123,791 (25.2%) | 138,599 (18.3%) | 186,445 (24.0%) | 40,799 (36.9%) | 0 (0.0%) | 5,311 (82.0%) | 89,368 (22.5%) |
| Turbine | 1,631,439 (9.6%) | 228,786 (21.9%) | 42,855 (38.8%) | 16,168 (47.6%) | 4,694 (74.2%) | 91,361 (42.2%) | 173,903 (47.3%) | 29,208 (46.6%) | 5,198 (126.5%) | 884,820 (19.5%) | 154,445 (31.6%) |
| Other—Total | 415,888 (5.9%) | 11,786 (64.1%) | 9,931 (53.2%) | 234,032 (7.3%) | 71,011 (22.5%) | 0 (0.0%) | 23,016 (32.2%) | 19,342 (32.8%) | 0 (0.0%) | 0 (0.0%) | 46,772 (26.0%) |
| Total All Aircraft | 33,443,186 (1.7%) | 3,403,260 (4.5%) | 5,713,229 (3.8%) | 10,786,604 (2.3%) | 4,904,066 (6.7%) | 1,666,017 (5.6%) | 1,412,047 (13.2%) | 379,393 (17.3%) | 1,358,679 (16.1%) | 2,877,002 (8.8%) | 942,886 (8.8%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.7

ACTIVE GENERAL AVIATION AIRCRAFT
TOTAL HOURS FLOWN, BY AIRCRAFT TYPE
1980 - 1988
(Hours in Thousands)
(Percent Standard Error is shown in parenthesis)

| | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 |
|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing —Total | 30,274 (1.8%) | 30,744 (1.7%) | 31,397 (1.7%) | 31,495 (1.7%) | 33,265 (2.1%) | 32,558 (2.1%) | 33,728 (1.9%) | 37,628 (1.7%) | 38,318 (1.7%) |
| Piston—Total | 26,226 (2.0%) | 27,039 (1.9%) | 26,861 (1.9%) | 27,793 (1.9%) | 29,194 (1.8%) | 28,911 (2.3%) | 29,950 (2.2%) | 34,086 (1.8%) | 34,747 (1.8%) |
| One Engine | 21,946 (2.2%) | 22,141 (2.0%) | 21,939 (2.1%) | 22,851 (2.1%) | 23,506 (2.1%) | 23,149 (2.6%) | 24,259 (2.5%) | 27,692 (2.1%) | 28,339 (2.1%) |
| Two Engine | 4,257 (4.1%) | 4,883 (5.2%) | 4,911 (4.6%) | 4,915 (4.1%) | 5,585 (3.6%) | 5,730 (5.3%) | 5,657 (4.7%) | 6,369 (3.3%) | 6,277 (3.6%) |
| Other Piston | 22 (44.5%) | 15 (33.3%) | 11 (45.5%) | 26 (34.6%) | 102 (29.4%) | 32 (31.2%) | 33 (30.3%) | 25 (24.0%) | 130 (13.8%) |
| Turboprop—Total | 2,370 (5.0%) | 2,177 (5.0%) | 2,882 (5.1%) | 2,080 (4.6%) | 2,506 (4.7%) | 2,173 (7.1%) | 2,168 (6.7%) | 2,155 (3.8%) | 2,240 (3.5%) |
| Two Engine | 2,286 (5.1%) | 1,994 (5.0%) | 2,797 (5.3%) | 2,016 (4.8%) | 2,452 (4.7%) | 2,090 (7.2%) | 2,096 (6.8%) | 2,092 (3.9%) | 2,138 (3.6%) |
| Other Turboprop | 84 (14.9%) | 183 (24.6%) | 85 (14.1%) | 64 (10.9%) | 54 (25.9%) | 83 (37.3%) | 71 (28.2%) | 63 (17.5%) | 56 (17.9%) |
| Turbojet—Total | 1,678 (4.4%) | 1,528 (3.9%) | 1,654 (4.7%) | 1,622 (4.4%) | 1,566 (4.7%) | 1,473 (6.6%) | 1,611 (6.8%) | 1,387 (3.6%) | 1,332 (4.4%) |
| Two Engine | 1,548 (4.7%) | 1,421 (4.2%) | 1,566 (4.9%) | 1,461 (4.8%) | 1,328 (5.0%) | 1,350 (6.8%) | 1,347 (7.3%) | 1,238 (3.9%) | 1,163 (4.5%) |
| Other Turbojet | 130 (10.9%) | 107 (10.3%) | 98 (19.4%) | 161 (10.6%) | 237 (13.9%) | 124 (25.0%) | 264 (17.4%) | 149 (10.7%) | 169 (16.0%) |
| Rotorcraft—Total | 2,707 (6.5%) | 2,283 (7.4%) | 2,625 (6.7%) | 2,155 (7.7%) | 2,495 (5.5%) | 2,271 (7.0%) | 2,350 (6.6%) | 2,685 (6.9%) | 2,338 (5.9%) |
| Piston | 576 (11.6%) | 652 (9.2%) | 804 (12.8%) | 564 (15.1%) | 592 (11.3%) | 572 (8.6%) | 579 (10.0%) | 930 (11.6%) | 736 (10.2%) |
| Turbine | 2,131 (7.6%) | 1,631 (9.6%) | 1,821 (7.7%) | 1,590 (8.9%) | 1,903 (6.4%) | 1,700 (8.9%) | 1,771 (8.2%) | 1,754 (8.6%) | 1,603 (7.2%) |
| Other—Total | 613 (24.2%) | 416 (6.0%) | 394 (7.6%) | 414 (8.2%) | 358 (6.7%) | 420 (11.7%) | 379 (10.6%) | 391 (8.7%) | 359 (5.8%) |
| Total All Aircraft | 33,593 (1.7%) | 33,443 (1.7%) | 34,416 (1.6%) | 34,063 (1.6%) | 36,119 (1.6%) | 35,249 (2.0%) | 36,457 (1.9%) | 40,704 (1.6%) | 41,016 (1.6%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.8

ACTIVE GENERAL AVIATION AIRCRAFT
AVERAGE HOURS FLOWN, BY AIRCRAFT TYPE
1980 - 1988
(Percent Standard error is shown in parenthesis)

| | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 |
|---|---|---|---|---|---|---|---|---|---|
| Fixed-Wing —Total | 148.0 (1.8%) | 145.6 (1.7%) | 145.1 (1.7%) | 155.5 (1.7%) | 156.0 (1.7%) | 160.9 (2.1%) | 170.6 (2.0%) | 184.4 (1.7%) | 187.7 (1.7%) |
| Piston—Total | 138.2 (1.9%) | 136.9 (1.8%) | 135.4 (1.8%) | 147.1 (1.8%) | 147.1 (1.8%) | 150.6 (2.3%) | 159.8 (2.1%) | 175.4 (1.8%) | 178.2 (1.7%) |
| One Engine | 133.4 (2.2%) | 129.4 (2.0%) | 127.8 (2.0%) | 139.5 (2.0%) | 137.7 (2.0%) | 139.1 (2.5%) | 149.1 (2.4%) | 165.8 (2.1%) | 168.2 (2.0%) |
| Two Engine | 181.1 (3.5%) | 202.9 (5.1%) | 204.4 (4.4%) | 207.6 (3.8%) | 218.2 (3.2%) | 230.5 (5.2%) | 230.6 (4.6%) | 251.1 (3.1%) | 254.8 (3.3%) |
| Other Piston | 225.3 (42.2%) | 140.2 (22.7%) | 111.1 (45.4%) | 184.2 (27.0%) | 433.4 (24.8%) | 240.4 (13.4%) | 246.8 (15.9%) | 197.0 (1.8%) | 625.4 (6.2%) |
| Turboprop—Total | 447.9 (4.5%) | 388.9 (4.7%) | 422.9 (4.5%) | 362.0 (4.2%) | 414.2 (4.4%) | 389.4 (6.3%) | 396.3 (6.4%) | 470.1 (3.8%) | 433.4 (3.7%) |
| Two Engine | 450.3 (4.6%) | 374.2 (4.7%) | 420.6 (4.6%) | 360.7 (4.4%) | 416.0 (4.5%) | 386.3 (6.5%) | 394.4 (6.6%) | 469.4 (3.9%) | 534.8 (3.1%) |
| Other Turboprop | 392.0 (16.7%) | 839.9 (24.5%) | 498.8 (13.8%) | 396.5 (6.0%) | 339.3 (17.2%) | 578.5 (22.7%) | 473.0 (17.8%) | 498.8 (18.5%) | 487.4 (15.0%) |
| Turbojet—Total | 405.0 (3.8%) | 356.2 (3.6%) | 353.8 (4.8%) | 368.7 (4.0%) | 353.6 (4.0%) | 382.2 (5.9%) | 404.0 (6.2%) | 436.3 (2.9%) | 443.6 (3.7%) |
| Two Engine | 412.0 (4.1%) | 371.5 (3.8%) | 385.0 (4.8%) | 374.6 (4.4%) | 348.6 (4.1%) | 391.6 (6.2%) | 407.0 (6.8%) | 422.6 (3.2%) | 456.1 (4.0%) |
| Other Turbojet | 346.5 (10.4%) | 229.2 (9.6%) | 153.8 (28.0%) | 325.1 (5.8%) | 392.6 (14.7%) | 273.7 (14.7%) | 385.3 (13.5%) | 376.5 (6.0%) | 349.9 (8.3%) |
| Rotorcraft—Total | 423.3 (6.2%) | 359.3 (7.0%) | 380.2 (6.3%) | 336.1 (6.8%) | 343.6 (5.4%) | 350.2 (6.3%) | 383.2 (5.7%) | 390.8 (6.7%) | 382.4 (5.4%) |
| Piston | 227.9 (9.0%) | 228.9 (7.8%) | 273.2 (11.1%) | 191.6 (12.8%) | 186.8 (9.7%) | 221.1 (6.6%) | 236.8 (8.0%) | 285.3 (10.3%) | 262.9 (7.9%) |
| Turbine | 576.7 (7.6%) | 485.4 (9.5%) | 459.4 (7.6%) | 460.3 (8.0%) | 468.7 (6.4%) | 431.6 (8.0%) | 474.2 (7.1%) | 489.5 (8.7%) | 497.7 (7.1%) |
| Other—Total | 95.2 (25.1%) | 62.0 (5.5%) | 56.2 (7.5%) | 67.1 (7.6%) | 56.5 (6.4%) | 71.1 (11.3%) | 72.4 (9.9%) | 78.4 (8.0%) | 75.0 (5.2%) |
| Total All Aircraft | 153.6 (1.7%) | 148.4 (1.6%) | 148.9 (1.6%) | 158.2 (1.6%) | 158.1 (1.6%) | 164.0 (2.0%) | 174.0 (1.9%) | 188.1 (1.6%) | 190.5 (1.6%) |

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 3.9

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1988

| FAA Region & State | Active Aircraft | | Hours Flown | |
|---|---|---|---|---|
| | Aircraft | Percent Standard Error | Hours (000) | Percent Standard Error |
| Total | 210,266 | 0.5% | 33,593 | 1.7% |
| Alaskan Region—Total | 6,309 | 7.3% | 986 | 9.4% |
| Central—Total | 12,150 | 5.9% | 1,985 | 9.1% |
| Iowa | 2,615 | 13.0% | 368 | 19.8% |
| Kansas | 3,500 | 11.1% | 760 | 18.7% |
| Missouri | 4,068 | 10.3% | 602 | 12.1% |
| Nebraska | 1,967 | 15.0% | 255 | 18.4% |
| Eastern—Total | 23,927 | 4.0% | 3,848 | 5.2% |
| Delaware | 1,112 | 19.4% | 165 | 25.7% |
| District of Columbia | 35 | 102.9% | 11 | 118.4% |
| Maryland | 3,032 | 12.1% | 452 | 15.1% |
| New Jersey | 3,755 | 10.8% | 608 | 12.1% |
| New York | 5,804 | 8.6% | 1,024 | 10.2% |
| Pennsylvania | 5,808 | 8.6% | 881 | 10.4% |
| Virginia | 3,291 | 11.5% | 551 | 14.8% |
| West Virginia | 1,091 | 20.6% | 158 | 26.9% |
| Great Lakes—Total | 37,435 | 3.1% | 5,327 | 4.3% |
| Illinois | 7,276 | 7.7% | 997 | 9.0% |
| Indiana | 4,229 | 10.2% | 562 | 11.8% |
| Michigan | 6,771 | 8.1% | 937 | 11.1% |
| Minnesota | 5,040 | 9.3% | 614 | 13.1% |
| North Dakota | 1,487 | 17.4% | 168 | 21.5% |
| Ohio | 7,388 | 7.6% | 1,278 | 8.9% |
| South Dakota | 1,192 | 19.6% | 142 | 29.6% |
| Wisconsin | 4,053 | 10.3% | 629 | 13.3% |
| New England—Total | 9,600 | 6.7% | 1,405 | 9.5% |
| Connecticut | 2,231 | 14.4% | 353 | 18.0% |
| Maine | 1,307 | 18.1% | 203 | 29.3% |
| Massachusetts | 3,687 | 11.2% | 550 | 15.5% |
| New Hampshire | 1,270 | 18.0% | 140 | 23.2% |
| Rhode Island | 486 | 31.3% | 100 | 38.0% |
| Vermont | 619 | 26.8% | 59 | 32.3% |

TABLE 3.9 (Continued)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1988

| FAA Region & State | Active Aircraft | | Hours Flown | |
|---|---|---|---|---|
| | Aircraft | Percent Standard Error | Hours (000) | Percent Standard Error |
| Northwest Mountain—Total | 19,914 | 4.5% | 2,906 | 6.3% |
| Colorado | 3,782 | 11.2% | 661 | 13.6% |
| Idaho | 1,836 | 15.5% | 254 | 20.9% |
| Montana | 1,808 | 15.8% | 198 | 20.5% |
| Oregon | 4,126 | 10.3% | 614 | 13.1% |
| Utah | 1,246 | 19.1% | 247 | 24.6% |
| Washington | 6,281 | 8.3% | 828 | 11.6% |
| Wyoming | 835 | 23.1% | 104 | 32.5% |
| Southern—Total | 34,630 | 3.3% | 6,001 | 4.3% |
| Alabama | 2,539 | 13.2% | 411 | 16.5% |
| Florida | 13,831 | 5.5% | 2,468 | 6.7% |
| Georgia | 4,974 | 9.3% | 755 | 11.7% |
| Kentucky | 1,740 | 15.7% | 307 | 17.5% |
| Mississippi | 1,897 | 14.9% | 490 | 17.6% |
| North Carolina | 4,688 | 9.8% | 719 | 12.4% |
| Puerto Rico | 72 | 76.4% | 9 | 107.5% |
| South Carolina | 1,988 | 15.2% | 314 | 19.1% |
| Tennessee | 2,900 | 12.4% | 508 | 14.6% |
| Southwest—Total | 29,506 | 3.6% | 5,217 | 4.8% |
| Arkansas | 2,354 | 13.4% | 431 | 16.6% |
| Louisiana | 3,250 | 11.4% | 973 | 13.0% |
| New Mexico | 2,224 | 14.4% | 367 | 21.1% |
| Oklahoma | 4,254 | 10.2% | 676 | 12.5% |
| Texas | 17,424 | 4.8% | 2,771 | 6.1% |
| Western-Pacific—Total | 36,794 | 3.1% | 5,678 | 4.4% |
| Arizona | 5,118 | 9.1% | 827 | 12.1% |
| California | 28,910 | 3.6% | 4,175 | 4.3% |
| Hawaii | 600 | 25.5% | 426 | 31.3% |
| Nevada | 2,074 | 14.4% | 250 | 24.6% |
| Other U. S. Territories | 92 | 68.5% | 19 | 75.3% |

NOTE: Column totals may differ from printed totals due to estimation procedures.

TABLE 3.9A

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1987

| FAA Region & State | Active Aircraft | | Hours Flown | |
|---|---|---|---|---|
| | Aircraft | Percent Standard Error | Hours (000) | Percent Standard Error |
| Total | 217,183 | 0.5% | 33,443 | 1.7% |
| Alaskan Region—Total | 7,496 | 6.5% | 1,354 | 8.8% |
| Central—Total | 13,220 | 5.5% | 1,835 | 7.0% |
| Iowa | 2,910 | 13.4% | 465 | 15.1% |
| Kansas | 3,827 | 10.4% | 505 | 12.9% |
| Missouri | 4,358 | 9.8% | 604 | 11.9% |
| Nebraska | 2,126 | 14.0% | 261 | 18.0% |
| Eastern—Total | 24,076 | 4.1% | 3,479 | 4.8% |
| Delaware | 827 | 22.4% | 148 | 25.7% |
| District of Columbia | 37 | 94.6% | 3 | 100.0% |
| Maryland | 2,660 | 12.6% | 383 | 16.2% |
| New Jersey | 3,899 | 10.3% | 585 | 11.6% |
| New York | 6,431 | 7.8% | 963 | 9.2% |
| Pennsylvania | 5,970 | 8.1% | 809 | 9.3% |
| Virginia | 3,205 | 11.3% | 466 | 12.9% |
| West Virginia | 1,046 | 20.8% | 123 | 27.6% |
| Great Lakes—Total | 38,622 | 3.0% | 5,220 | 4.6% |
| Illinois | 7,688 | 7.3% | 1,161 | 12.7% |
| Indiana | 4,098 | 10.1% | 553 | 12.3% |
| Michigan | 7,160 | 7.5% | 833 | 8.9% |
| Minnesota | 4,959 | 9.0% | 637 | 11.1% |
| North Dakota | 1,353 | 18.0% | 200 | 25.0% |
| Ohio | 7,850 | 7.2% | 1,154 | 9.5% |
| South Dakota | 1,154 | 18.9% | 107 | 23.4% |
| Wisconsin | 4,361 | 9.7% | 575 | 12.9% |
| New England—Total | 9,111 | 6.7% | 1,237 | 8.6% |
| Connecticut | 2,016 | 14.6% | 334 | 17.4% |
| Maine | 1,301 | 17.9% | 148 | 27.0% |
| Massachusetts | 3,413 | 11.1% | 435 | 12.4% |
| New Hampshire | 1,338 | 17.7% | 177 | 22.0% |
| Rhode Island | 389 | 34.2% | 80 | 47.5% |
| Vermont | 654 | 24.6% | 63 | 30.2% |

TABLE 3.9A (Continued)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1987

| FAA Region & State | Active Aircraft | | Hours Flown | |
|---|---|---|---|---|
| | Aircraft | Percent Standard Error | Hours (000) | Percent Standard Error |
| Northwest Mountain—Total | 21,181 | 4.5% | 3,209 | 6.2% |
| Colorado | 4,374 | 9.7% | 601 | 12.6% |
| Idaho | 2,062 | 14.3% | 289 | 17.6% |
| Montana | 2,154 | 14.3% | 353 | 17.8% |
| Oregon | 4,254 | 9.9% | 548 | 10.8% |
| Utah | 1,070 | 19.6% | 496 | 29.8% |
| Washington | 6,232 | 8.1% | 795 | 11.1% |
| Wyoming | 1,035 | 20.5% | 125 | 24.0% |
| Southern—Total | 34,747 | 3.3% | 6,005 | 4.7% |
| Alabama | 2,418 | 13.2% | 394 | 17.0% |
| Florida | 13,614 | 5.3% | 2,673 | 8.0% |
| Georgia | 4,789 | 9.3% | 707 | 11.3% |
| Kentucky | 1,615 | 16.4% | 255 | 18.8% |
| Mississippi | 2,049 | 14.3% | 365 | 17.0% |
| North Carolina | 4,944 | 9.2% | 710 | 12.3% |
| Puerto Rico | 338 | 35.8% | 67 | 41.8% |
| South Carolina | 1,782 | 15.5% | 341 | 19.1% |
| Tennessee | 3,062 | 11.8% | 460 | 13.5% |
| Southwest—Total | 30,357 | 3.6% | 5,200 | 5.3% |
| Arkansas | 2,724 | 12.2% | 508 | 16.5% |
| Louisiana | 3,327 | 11.2% | 1,067 | 16.2% |
| New Mexico | 2,121 | 14.0% | 278 | 20.1% |
| Oklahoma | 3,827 | 10.4% | 488 | 13.5% |
| Texas | 18,358 | 4.6% | 2,859 | 6.3% |
| Western-Pacific—Total | 37,884 | 2.9% | 5,548 | 4.1% |
| Arizona | 5,085 | 9.0% | 680 | 13.2% |
| California | 30,982 | 3.4% | 4,606 | 4.1% |
| Hawaii | 486 | 28.8% | 163 | 46.0% |
| Nevada | 1,817 | 15.0% | 262 | 22.1% |
| Other U. S. Territories | 136 | 55.1% | 32 | 43.8% |

NOTE: Column totals may differ from printed totals due to estimation procedures.

# Appendix A

## U.S. Registered Civil Aircraft By Manufacturer and Model - Number of Seats and Power Plant

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
SUMMARY

AS OF DEC 31, 1988

| TYPE DESCRIPTION | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PISTON** | | | | | | |
| F/W S-ENG REC. ENG | | 41 | | 18 | 208,960 | 208,978 |
| F/W MULTI REC. ENG | | 51 | | 434 | 27,493 | 27,927 |
| TOTAL PISTON | | | | 452 | 236,453 | 236,905 |
| **TURBINES** | | | | | | |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 228 | 228 |
| F/W S-ENG TURBOSHAFT | | 43 | | 0 | 2 | 2 |
| F/W S-ENG TURBOJET | | 44 | | 0 | 181 | 181 |
| F/W S-ENG TURB UNKN | | 49 | | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | | 52 | | 1,332 | 5,366 | 6,698 |
| F/W MULTI TURBOJET | | 54 | | 3,994 | 4,525 | 8,519 |
| TOTAL TURBINES | | | | 5,326 | 10,303 | 15,629 |
| **ROTORCRAFT** | | | | | | |
| ROTOR REC ENGINE | | 61 | | 0 | 5,625 | 5,625 |
| ROTOR TURBOPROP | | 62 | | 4 | 8 | 12 |
| ROTOR TURBOSHAFT | | 63 | | 4 | 4,506 | 4,510 |
| ROTOR TURBOJET | | 64 | | 0 | 3 | 3 |
| ROTOR ENG UNKN | | 69 | | 0 | 1 | 1 |
| TOTAL ROTORCRAFT | | | | 8 | 10,143 | 10,151 |
| **GLIDERS** | | | | | | |
| GLIDER NO ENGINE | | 10 | | 0 | 4,191 | 4,191 |
| GLIDER REC. ENGINE | | 11 | | 0 | 275 | 275 |
| TOTAL GLIDERS | | | | 0 | 4,466 | 4,466 |
| **BALLOONS & DIRIGIBLES** | | | | | | |
| BALLOON NO ENGINE | | 20 | | 0 | 5,500 | 5,500 |
| BALLOON REC ENGINE | | 21 | | 0 | 5 | 5 |
| BALLOON ENGINE UNKN | | 29 | | 0 | 2 | 2 |
| BLIMP/DIR REC ENG | | 31 | | 0 | 14 | 14 |
| BLMP/DIR TRB AIR GEN | | 35 | | 0 | 1 | 1 |
| BALLOON & DIRIGIBLES | | | | 0 | 5,522 | 5,522 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **ADAMS INDUSTRIES INC** | | | | | | |
| THORP 211 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **AERO COMMANDER** | | | | | | |
| 100 | 4 | 41 | 1 | 0 | 165 | 165 |
| DARTER 100/150 | 4 | 41 | 1 | 0 | 1 | 1 |
| 100-180 | 4 | 41 | 1 | 0 | 132 | 132 |
| 200 | 4 | 41 | 1 | 0 | 1 | 1 |
| 200D | 4 | 41 | 1 | 0 | 67 | 67 |
| 200E | 4 | 41 | 1 | 0 | 1 | 1 |
| 500 | 7 | 51 | 2 | 0 | 53 | 53 |
| 500-A | 7 | 51 | 2 | 0 | 36 | 36 |
| 500-B | 7 | 51 | 2 | 0 | 120 | 120 |
| 500 S | 7 | 51 | 2 | 0 | 78 | 78 |
| 500-U | 7 | 51 | 2 | 0 | 11 | 11 |
| 520 | 5 | 51 | 2 | 0 | 51 | 51 |
| 560 | 7 | 51 | 2 | 0 | 34 | 34 |
| 560-A | 7 | 51 | 2 | 0 | 49 | 49 |
| 560-E | 7 | 51 | 2 | 0 | 33 | 33 |
| 560-F | 7 | 51 | 2 | 0 | 28 | 28 |
| 680 | 7 | 51 | 2 | 0 | 85 | 85 |
| 680-E | 7 | 51 | 2 | 0 | 40 | 40 |
| 680-F | 7 | 51 | 2 | 0 | 40 | 40 |
| 680FL | 11 | 51 | 2 | 0 | 54 | 54 |
| 680FL P | 11 | 51 | 2 | 0 | 17 | 17 |
| 680FP | 11 | 51 | 2 | 0 | 2 | 2 |
| 685 | 9 | 51 | 2 | 0 | 36 | 36 |
| 685A | 9 | 51 | 2 | 0 | 1 | 1 |
| 720 | 6 | 51 | 2 | 0 | 6 | 6 |
| S2C | 1 | 41 | 1 | 0 | 1 | 1 |
| 600 S-2D | 1 | 41 | 1 | 0 | 22 | 22 |
| 600 S-2D RESTRICTED | 1 | 41 | 1 | 0 | 4 | 4 |
| S2R | 1 | 41 | 1 | 0 | 200 | 200 |
| CALLAIR A-9 | 1 | 41 | 1 | 0 | 25 | 25 |
| CALLAIR A-9A | 1 | 41 | 1 | 0 | 2 | 2 |
| CALLAIR A-9B | 2 | 41 | 1 | 0 | 69 | 69 |
| CALLAIR B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CALLAIR B-1A | 1 | 41 | 1 | 0 | 5 | 5 |
| 112 | 4 | 41 | 1 | 0 | 147 | 147 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **843** | **843** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **774** | **774** |
| **TOTAL** | | | | **0** | **1,617** | **1,617** |
| **AERO SPACELINES** | | | | | | |
| 377MG | 92 | 51 | 4 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **AERO Z** | | | | | | |
| BUECKER 131 | 2 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **AEROCAR** | | | | | | |
| ONE | 2 | 41 | 1 | 0 | 3 | 3 |
| III | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| LA-4 | 4 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AEROFAB** | | | | | | |
| LAKE LA-4-250 | 4 | 41 | 1 | 0 | 9 | 9 |
| LAKE LA-250 | 5 | 41 | 1 | 0 | 38 | 38 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 49 | 49 |
| TOTAL | | | | 0 | 49 | 49 |
| **AEROMARINE-KLEMM** | | | | | | |
| L-26-A | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **AEROMERE** | | | | | | |
| F.8L FALCO | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **AERONCA** | | | | | | |
| C-2 | 1 | 41 | 1 | 0 | 8 | 8 |
| C-2 STANDARD | 1 | 41 | 1 | 0 | 1 | 1 |
| C-2 SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| CF | 2 | 41 | 1 | 0 | 1 | 1 |
| KC | 2 | 41 | 1 | 0 | 3 | 3 |
| C-3 | 2 | 41 | 1 | 0 | 58 | 58 |
| PC-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| K | 2 | 41 | 1 | 0 | 31 | 31 |
| KS | 2 | 41 | 1 | 0 | 1 | 1 |
| KCA | 2 | 41 | 1 | 0 | 9 | 9 |
| KM | 2 | 41 | 1 | 0 | 1 | 1 |
| LB | 2 | 41 | 1 | 0 | 6 | 6 |
| LC | 2 | 41 | 1 | 0 | 6 | 6 |
| 50-F | 2 | 41 | 1 | 0 | 4 | 4 |
| 50-TL | 2 | 41 | 1 | 0 | 1 | 1 |
| 50-C | 2 | 41 | 1 | 0 | 7 | 7 |
| 50-L | 2 | 41 | 1 | 0 | 3 | 3 |
| 60-TF | 2 | 41 | 1 | 0 | 3 | 3 |
| 65-TC | 2 | 41 | 1 | 0 | 46 | 46 |
| 65-TF | 2 | 41 | 1 | 0 | 10 | 10 |
| 65-TL | 2 | 41 | 1 | 0 | 27 | 27 |
| 65-TAC | 2 | 41 | 1 | 0 | 51 | 51 |
| 65-TAF | 2 | 41 | 1 | 0 | 6 | 6 |
| 65-TAL | 2 | 41 | 1 | 0 | 8 | 8 |
| 65-C | 2 | 41 | 1 | 0 | 80 | 80 |
| 65-CA | 2 | 41 | 1 | 0 | 187 | 187 |
| S-65-C | 2 | 41 | 1 | 0 | 3 | 3 |
| S-65-CA | 2 | 41 | 1 | 0 | 2 | 2 |
| 65-LA | 2 | 41 | 1 | 0 | 29 | 29 |
| 65-LB | 2 | 41 | 1 | 0 | 39 | 39 |
| O-58A | 2 | 41 | 1 | 0 | 2 | 2 |
| O-58B | 2 | 41 | 1 | 0 | 143 | 143 |
| L-3B | 2 | 41 | 1 | 0 | 5 | 5 |
| L-3C | 2 | 41 | 1 | 0 | 3 | 3 |
| L-3 | 2 | 41 | 1 | 0 | 2 | 2 |
| 11AC | 2 | 41 | 1 | 0 | 738 | 738 |
| S11AC | 2 | 41 | 1 | 0 | 5 | 5 |
| 11BC | 2 | 41 | 1 | 0 | 84 | 84 |
| 11CC | 2 | 41 | 1 | 0 | 80 | 80 |
| S11CC | 2 | 41 | 1 | 0 | 2 | 2 |
| 15AC | 4 | 41 | 1 | 0 | 188 | 188 |
| S15AC | 4 | 41 | 1 | 0 | 15 | 15 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1,900 | 1,900 |
| TOTAL | | | | 0 | 1,900 | 1,900 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AERONCA** | | | | | | |
| 7AC | 3 | 41 | 1 | 0 | 2,086 | 2,086 |
| S7AC | 3 | 41 | 1 | 0 | 3 | 3 |
| 7BCM | 3 | 41 | 1 | 0 | 186 | 186 |
| L-16A | 3 | 41 | 1 | 0 | 4 | 4 |
| 7CCM | 3 | 41 | 1 | 0 | 91 | 91 |
| L-16B | 3 | 41 | 1 | 0 | 2 | 2 |
| S7CCM | 3 | 41 | 1 | 0 | 5 | 5 |
| 7DC | 3 | 41 | 1 | 0 | 139 | 139 |
| 7EC | 3 | 41 | 1 | 0 | 55 | 55 |
| 7FC | 3 | 41 | 1 | 0 | 12 | 12 |
| 7GC | 3 | 41 | 1 | 0 | 2 | 2 |
| 7GCB | 3 | 41 | 1 | 0 | 1 | 1 |
| 7JC | 3 | 41 | 1 | 0 | 1 | 1 |
| 7AC | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2,588** | **2,588** |
| **TOTAL** | | | | **0** | **2,588** | **2,588** |
| **AEROSTAR ACFT CORP OF TEXAS** | | | | | | |
| M20C | 4 | 41 | 1 | 0 | 7 | 7 |
| M20E | 4 | 41 | 1 | 0 | 13 | 13 |
| M20F | 4 | 41 | 1 | 0 | 10 | 10 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **30** | **30** |
| **TOTAL** | | | | **0** | **30** | **30** |
| **AEROTEK** | | | | | | |
| PITTS S-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS S-2 | 2 | 41 | 1 | 0 | 4 | 4 |
| PITTS S-2A | 2 | 41 | 1 | 0 | 120 | 120 |
| PITTS SPECIAL S-1S | 1 | 41 | 1 | 0 | 40 | 40 |
| S-1T | 1 | 41 | 1 | 0 | 17 | 17 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **183** | **183** |
| **TOTAL** | | | | **0** | **183** | **183** |
| **AETNA** | | | | | | |
| AEROCRAFT 2SA | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **AIR PRODUCTS** | | | | | | |
| 415-C | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **AIR TRACTOR INC** | | | | | | |
| AT-300 | 1 | 41 | 1 | 0 | 8 | 8 |
| AT-301 | 1 | 41 | 1 | 0 | 424 | 424 |
| AT-302 | 1 | 41 | 1 | 0 | 12 | 12 |
| AT-400 | 1 | 41 | 1 | 0 | 46 | 46 |
| AT-400A | 1 | 41 | 1 | 0 | 14 | 14 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **504** | **504** |
| **TOTAL** | | | | **0** | **504** | **504** |
| **AIRCOUPE** | | | | | | |
| F-1A | 2 | 41 | 1 | 0 | 15 | 15 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **15** | **15** |
| **TOTAL** | | | | **0** | **15** | **15** |
| STUDENT PRINCE X | 2 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER / MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AIRCRAFT BUILDERS** | | | | | | |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **AIRCRAFT MANUFACTURING** | | | | | | |
| TEXAS BULLET 205 | 4 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **AIRCRAFT PARTS & DEV. CORP.** | | | | | | |
| A-9B | 1 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 4 | 4 |
| TOTAL | | | | 0 | 4 | 4 |
| **ALEXANDER** | | | | | | |
| LONG WING EAGLEROCK | 3 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **ALLIANCE AIRCRAFT** | | | | | | |
| ARGO | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **ALON** | | | | | | |
| A2 | 2 | 41 | 1 | 0 | 183 | 183 |
| A-2A | 2 | 41 | 1 | 0 | 30 | 30 |
| X-A4 | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 214 | 214 |
| TOTAL | | | | 0 | 214 | 214 |
| **AMERICAN** | | | | | | |
| AA-1 | 2 | 41 | 1 | 0 | 286 | 286 |
| AA-1B | 2 | 41 | 1 | 0 | 42 | 42 |
| AA-5 | 4 | 41 | 1 | 0 | 164 | 164 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 492 | 492 |
| TOTAL | | | | 0 | 492 | 492 |
| **AMERICAN AERONAUTICAL** | | | | | | |
| MARCHETTI S-56-B | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **AMERICAN AIRPLANE & ENGINE** | | | | | | |
| PILGRIM 100B | 10 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **AMERICAN AVIATION** | | | | | | |
| AA-1A | 2 | 41 | 1 | 0 | 305 | 305 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 305 | 305 |
| TOTAL | | | | 0 | 305 | 305 |
| **AMERICAN EAGLE** | | | | | | |
| A-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| 101 | 3 | 41 | 1 | 0 | 6 | 6 |
| 129 | 3 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AMERICAN EAGLE** | | | | | | |
| 201 | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 10 | 10 |
| TOTAL | | | | 0 | 10 | 10 |
| **AMERICAN EAGLECRAFT** | | | | | | |
| EAGLET A-31-1B | 2 | 41 | 1 | 0 | 3 | 3 |
| EAGLET B-31 | 2 | 41 | 1 | 0 | 3 | 3 |
| EAGLET 230 | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLET 231 | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLET 230K | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 9 | 9 |
| TOTAL | | | | 0 | 9 | 9 |
| **ANDERSON GREENWOOD** | | | | | | |
| 14 | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **ANSALDO** | | | | | | |
| TYPE 9 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **APPLEBAY SAILPLANES** | | | | | | |
| ZIA | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **ARCTIC AIRCRAFT CO INC** | | | | | | |
| S-1B2 | 2 | 41 | 1 | 0 | 22 | 22 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 22 | 22 |
| TOTAL | | | | 0 | 22 | 22 |
| **ARROW** | | | | | | |
| F | 2 | 41 | 1 | 0 | 3 | 3 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 3 | 3 |
| TOTAL | | | | 0 | 3 | 3 |
| **ARROW AIRCRAFT & MOTORS** | | | | | | |
| ARROW SPORT | 2 | 41 | 1 | 0 | 7 | 7 |
| ARROW SPORT M | 2 | 41 | 1 | 0 | 1 | 1 |
| A2-60 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 9 | 9 |
| TOTAL | | | | 0 | 9 | 9 |
| **ARTHUR THOMAS W** | | | | | | |
| ACRO SPORT I | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **ATLAS** | | | | | | |
| H-10 | 4 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AUSTER** | | | | | | |
| MARK 6 | 6 | 41 | 1 | 0 | 2 | 2 |
| MARK 6 | 6 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 3 | 3 |
| TOTAL | | | | 0 | 3 | 3 |
| **AUSTIN** | | | | | | |
| BARBARA JEAN | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **AVIONS FAIREY** | | | | | | |
| TIPSY NIPPER T-66 | 1 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **AVIONS MAX HOLSTE** | | | | | | |
| MH 1521 BROUSSARD | 6 | 41 | 1 | 0 | 10 | 10 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 10 | 10 |
| TOTAL | | | | 0 | 10 | 10 |
| **AVIONS MUDRY ET CIE** | | | | | | |
| CAP 10B | 2 | 41 | 1 | 0 | 26 | 26 |
| CAP 20LS-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 27 | 27 |
| TOTAL | | | | 0 | 27 | 27 |
| ***AVIONS P ROBIN INC*** | | | | | | |
| R. 2160 | 2 | 41 | 1 | 0 | 9 | 9 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 9 | 9 |
| TOTAL | | | | 0 | 9 | 9 |
| **AYRES CORPORATION** | | | | | | |
| S2R | 1 | 41 | 1 | 0 | 70 | 70 |
| S2R-600 | 1 | 41 | 1 | 0 | 34 | 34 |
| S2R-R3S | 1 | 41 | 1 | 0 | 7 | 7 |
| S2R-R1340 | 1 | 41 | 1 | 0 | 4 | 4 |
| S2R-R1820 | 1 | 41 | 1 | 0 | 7 | 7 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 122 | 122 |
| TOTAL | | | | 0 | 122 | 122 |
| **BARNARD** | | | | | | |
| NEW STANDARD D-31 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **BAUMAN** | | | | | | |
| B290 | 5 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG | | 51 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **BAY AVIATION** | | | | | | |
| SUPER V | 4 | 51 | 2 | 0 | 3 | 3 |
| F/W MULTI REC. ENG | | 51 | | 0 | 3 | 3 |
| TOTAL | | | | 0 | 3 | 3 |
| **BEAGLE** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BEAGLE** | | | | | | |
| B.121 SERIES 1 | 2 | 41 | 1 | 0 | 2 | 2 |
| B.121 SERIES 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| B.206 SERIES 1 | 7 | 51 | 2 | 0 | 9 | 9 |
| B.206 SERIES 2 | 8 | 51 | 2 | 0 | 17 | 17 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **26** | **26** |
| **TOTAL** | | | | **0** | **29** | **29** |
| **BEE AVIATION** | | | | | | |
| HONEY BEE | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **BEECH** | | | | | | |
| AT-11 | 4 | 51 | 2 | 0 | 27 | 27 |
| SNB-1 | 4 | 51 | 2 | 0 | 1 | 1 |
| B17L | 5 | 41 | 1 | 0 | 9 | 9 |
| B17R | 5 | 41 | 1 | 0 | 2 | 2 |
| C17B | 5 | 41 | 1 | 0 | 4 | 4 |
| C17L | 5 | 41 | 1 | 0 | 4 | 4 |
| C17R | 5 | 41 | 1 | 0 | 2 | 2 |
| D17A | 5 | 41 | 1 | 0 | 1 | 1 |
| D17R | 5 | 41 | 1 | 0 | 2 | 2 |
| D17S | 5 | 41 | 1 | 0 | 139 | 139 |
| E17B | 5 | 41 | 1 | 0 | 6 | 6 |
| SE17B | 5 | 41 | 1 | 0 | 1 | 1 |
| E17L | 5 | 41 | 1 | 0 | 7 | 7 |
| F17D | 5 | 41 | 1 | 0 | 18 | 18 |
| G17S | 5 | 41 | 1 | 0 | 16 | 16 |
| 18D | 11 | 51 | 2 | 0 | 2 | 2 |
| C18S | 10 | 51 | 2 | 0 | 35 | 35 |
| C-45 | 10 | 51 | 2 | 0 | 11 | 11 |
| C-45F | 10 | 51 | 2 | 0 | 3 | 3 |
| UC-45J | 10 | 51 | 2 | 0 | 27 | 27 |
| AT-7 | 10 | 51 | 2 | 0 | 1 | 1 |
| RC-45J | 10 | 51 | 2 | 0 | 3 | 3 |
| H-18S | 11 | 51 | 2 | 0 | 1 | 1 |
| D18S | 10 | 51 | 2 | 2 | 151 | 153 |
| E18S | 10 | 51 | 2 | 2 | 153 | 155 |
| E18S-9700 | 10 | 51 | 2 | 0 | 16 | 16 |
| G18S | 10 | 51 | 2 | 0 | 75 | 75 |
| H-18 | 11 | 51 | 2 | 0 | 71 | 71 |
| C-45G | 10 | 51 | 2 | 0 | 29 | 29 |
| TC-45G | 10 | 51 | 2 | 0 | 3 | 3 |
| C-45H | 10 | 51 | 2 | 1 | 122 | 123 |
| TC-45H | 10 | 51 | 2 | 0 | 3 | 3 |
| RC-45J | 10 | 51 | 2 | 0 | 4 | 4 |
| TC-45J | 10 | 51 | 2 | 0 | 14 | 14 |
| SNB-5 | 10 | 51 | 2 | 0 | 9 | 9 |
| JRB-6 | 10 | 51 | 2 | 0 | 3 | 3 |
| EXPEDITOR 3 TM | 10 | 51 | 2 | 0 | 4 | 4 |
| 3N | 10 | 51 | 2 | 0 | 5 | 5 |
| 3NM | 10 | 51 | 2 | 0 | 17 | 17 |
| 3NMTS | 10 | 51 | 2 | 0 | 2 | 2 |
| 3T | 10 | 51 | 2 | 0 | 1 | 1 |
| CONRAD 9800D | 10 | 51 | 2 | 0 | 1 | 1 |
| 23 | 4 | 41 | 1 | 0 | 300 | 300 |
| A23 | 4 | 41 | 1 | 0 | 188 | 188 |
| A23A | 4 | 41 | 1 | 0 | 110 | 110 |
| A23-19 | 4 | 41 | 1 | 0 | 137 | 137 |
| 19A | 4 | 41 | 1 | 0 | 88 | 88 |
| B19 | 4 | 41 | 1 | 1 | 289 | 290 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BEECH** | | | | | | |
| B-19 SPORT | 4 | 41 | 1 | 0 | 2 | 2 |
| A23-24 | 4 | 41 | 1 | 0 | 188 | 188 |
| 24R | 4 | 41 | 1 | 0 | 3 | 3 |
| B23 | 4 | 41 | 1 | 0 | 111 | 111 |
| C23 | 4 | 41 | 1 | 1 | 758 | 759 |
| A24 | 4 | 41 | 1 | 0 | 3 | 3 |
| A24R | 6 | 41 | 1 | 0 | 94 | 94 |
| B24R | 6 | 41 | 1 | 0 | 185 | 185 |
| C24R | 6 | 41 | 1 | 0 | 270 | 270 |
| 35-33 | 4 | 41 | 1 | 0 | 155 | 155 |
| 35-A33 | 4 | 41 | 1 | 0 | 107 | 107 |
| 35-B33 | 4 | 41 | 1 | 0 | 333 | 333 |
| 35-C33 | 4 | 41 | 1 | 0 | 204 | 204 |
| 35-C33A | 4 | 41 | 1 | 0 | 128 | 128 |
| E33 | 4 | 41 | 1 | 0 | 69 | 69 |
| F33 | 5 | 41 | 1 | 0 | 17 | 17 |
| E33A | 4 | 41 | 1 | 0 | 55 | 55 |
| F33A | 5 | 41 | 1 | 1 | 784 | 785 |
| 1074 | 4 | 41 | 1 | 0 | 1 | 1 |
| E33C | 4 | 41 | 1 | 0 | 20 | 20 |
| F33C | 5 | 41 | 1 | 0 | 11 | 11 |
| G33 | 4 | 41 | 1 | 0 | 45 | 45 |
| 35 | 4 | 41 | 1 | 0 | 555 | 555 |
| A35 | 4 | 41 | 1 | 0 | 306 | 306 |
| B35 | 4 | 41 | 1 | 0 | 264 | 264 |
| C35 | 4 | 41 | 1 | 0 | 450 | 450 |
| D35 | 4 | 41 | 1 | 0 | 212 | 212 |
| E35 | 4 | 41 | 1 | 0 | 214 | 214 |
| F35 | 4 | 41 | 1 | 0 | 284 | 284 |
| G35 | 4 | 41 | 1 | 0 | 345 | 345 |
| 35R | 4 | 41 | 1 | 0 | 9 | 9 |
| H35 | 4 | 41 | 1 | 0 | 324 | 324 |
| J35 | 5 | 41 | 1 | 0 | 299 | 299 |
| K35 | 5 | 41 | 1 | 0 | 320 | 320 |
| M35 | 5 | 41 | 1 | 0 | 299 | 299 |
| N35 | 5 | 41 | 1 | 0 | 196 | 196 |
| P35 | 5 | 41 | 1 | 0 | 362 | 362 |
| S35 | 6 | 41 | 1 | 0 | 529 | 529 |
| V35 | 6 | 41 | 1 | 0 | 500 | 500 |
| V35A | 6 | 41 | 1 | 0 | 356 | 356 |
| V35A-TC | 6 | 41 | 1 | 0 | 1 | 1 |
| V35B | 6 | 41 | 1 | 0 | 1,012 | 1,012 |
| 36 | 6 | 41 | 1 | 0 | 133 | 133 |
| A36TC | 6 | 41 | 1 | 0 | 239 | 239 |
| A36 | 6 | 41 | 1 | 1 | 1,765 | 1,766 |
| 1079 | 6 | 41 | 1 | 0 | 9 | 9 |
| QU-22A | 6 | 41 | 1 | 0 | 1 | 1 |
| QU-22B | 6 | 41 | 1 | 0 | 10 | 10 |
| B36TC | 6 | 41 | 1 | 0 | 176 | 176 |
| 45 | 2 | 41 | 1 | 0 | 2 | 2 |
| A45 | 2 | 41 | 1 | 0 | 161 | 161 |
| T-34A | 2 | 41 | 1 | 0 | 29 | 29 |
| B-45 | 2 | 41 | 1 | 0 | 3 | 3 |
| D-45 | 2 | 41 | 1 | 0 | 63 | 63 |
| T-34B | 2 | 41 | 1 | 0 | 40 | 40 |
| 50 | 6 | 51 | 2 | 0 | 3 | 3 |
| B50 | 6 | 51 | 2 | 0 | 54 | 54 |
| C-50 | 6 | 51 | 2 | 0 | 59 | 59 |
| D-50 | 6 | 51 | 2 | 0 | 63 | 63 |
| U-8D | 6 | 51 | 2 | 0 | 14 | 14 |
| D50A | 6 | 51 | 2 | 0 | 13 | 13 |
| D50B | 6 | 51 | 2 | 0 | 12 | 12 |
| D50C | 6 | 51 | 2 | 0 | 20 | 20 |
| D50E | 6 | 51 | 2 | 0 | 28 | 28 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BEECH** | | | | | | |
| E50 | 6 | 51 | 2 | 0 | 37 | 37 |
| L-23D | 6 | 51 | 2 | 0 | 2 | 2 |
| F50 | 6 | 51 | 2 | 0 | 8 | 8 |
| G50 | 6 | 51 | 2 | 0 | 4 | 4 |
| H50 | 6 | 51 | 2 | 0 | 7 | 7 |
| J50 | 6 | 51 | 2 | 0 | 9 | 9 |
| 95-55 | 6 | 51 | 2 | 0 | 95 | 95 |
| 95-A55 | 6 | 51 | 2 | 0 | 181 | 181 |
| 95-B55 | 6 | 51 | 2 | 3 | 1,110 | 1,113 |
| 95-C55 | 6 | 51 | 2 | 0 | 269 | 269 |
| B-55 | 6 | 51 | 2 | 0 | 83 | 83 |
| D55 | 6 | 51 | 2 | 0 | 180 | 180 |
| E-55 | 6 | 51 | 2 | 0 | 287 | 287 |
| 56TC | 6 | 51 | 2 | 0 | 54 | 54 |
| A56TC | 6 | 51 | 2 | 0 | 7 | 7 |
| 58 | 6 | 51 | 2 | 4 | 1,038 | 1,042 |
| 58P | 6 | 51 | 2 | 1 | 386 | 387 |
| 58TC | 6 | 51 | 2 | 0 | 102 | 102 |
| 65 | 9 | 51 | 2 | 0 | 90 | 90 |
| A65 | 9 | 51 | 2 | 0 | 31 | 31 |
| A65-8200 | 11 | 51 | 2 | 0 | 2 | 2 |
| 65-80 | 9 | 51 | 2 | 0 | 50 | 50 |
| 70 | 11 | 51 | 2 | 0 | 5 | 5 |
| 65-A80 | 9 | 51 | 2 | 0 | 31 | 31 |
| 65-88 | 9 | 51 | 2 | 0 | 20 | 20 |
| 65-B80 | 9 | 51 | 2 | 3 | 47 | 50 |
| 76 | 6 | 51 | 2 | 0 | 290 | 290 |
| 77 | 2 | 41 | 1 | 1 | 239 | 240 |
| B-80 | 11 | 51 | 2 | 0 | 6 | 6 |
| 95 | 5 | 51 | 2 | 0 | 185 | 185 |
| B95 | 5 | 51 | 2 | 0 | 95 | 95 |
| B95A | 6 | 51 | 2 | 0 | 59 | 59 |
| D95A | 6 | 51 | 2 | 0 | 109 | 109 |
| E95 | 6 | 51 | 2 | 0 | 6 | 6 |
| 60 | 6 | 51 | 2 | 0 | 81 | 81 |
| A60 | 6 | 51 | 2 | 0 | 78 | 78 |
| B-60 | 6 | 51 | 2 | 0 | 268 | 268 |
| BE-1900 | 19 | 51 | 2 | 0 | 1 | 1 |
| D-45 | 2 | 41 | 1 | 0 | 4 | 4 |
| D-45 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEECH-PARKS D-45 | 2 | 41 | 1 | 0 | 11 | 11 |
| 17R | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **5** | **14,590** | **14,595** |
| **F/W MULTI REC. ENG** | | **51** | | **16** | **6,373** | **6,389** |
| **TOTAL** | | | | **21** | **20,963** | **20,984** |
| **BELL** | | | | | | |
| P39 | 1 | 41 | 1 | 0 | 2 | 2 |
| P63A6 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-63C | 1 | 41 | 1 | 0 | 1 | 1 |
| P-63C-5-BE | 1 | 41 | 1 | 0 | 1 | 1 |
| P63E | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **BELLANCA** | | | | | | |
| CH300 PACEMAKER | 6 | 41 | 1 | 0 | 4 | 4 |
| CH400 SKYROCKET | 6 | 41 | 1 | 0 | 1 | 1 |
| F SKYROCKET | 6 | 41 | 1 | 0 | 2 | 2 |
| 31-42 PACEMAKER | 8 | 41 | 1 | 0 | 1 | 1 |
| 14-9 | 3 | 41 | 1 | 0 | 7 | 7 |
| 14-9L | 3 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BELLANCA** | | | | | | |
| 14-12 | 3 | 41 | 1 | 0 | 1 | 1 |
| 14-12F-3 | 3 | 41 | 1 | 0 | 4 | 4 |
| 14-13 | 4 | 41 | 1 | 0 | 90 | 90 |
| 14-13-2 | 4 | 41 | 1 | 0 | 150 | 150 |
| 14-13-3 | 4 | 41 | 1 | 0 | 26 | 26 |
| 14-14 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **289** | **289** |
| **TOTAL** | | | | **0** | **289** | **289** |
| **BELLANCA** | | | | | | |
| 14-19 | 4 | 41 | 1 | 0 | 8 | 8 |
| 14-19-2 | 4 | 41 | 1 | 0 | 7 | 7 |
| 14-19-3 | 4 | 41 | 1 | 0 | 3 | 3 |
| 14-19-3A | 4 | 41 | 1 | 0 | 24 | 24 |
| 17-30 | 4 | 41 | 1 | 0 | 178 | 178 |
| 17-30A | 4 | 41 | 1 | 0 | 595 | 595 |
| 17-31 | 4 | 41 | 1 | 0 | 8 | 8 |
| 17-31A | 4 | 41 | 1 | 0 | 117 | 117 |
| 17-31TC | 4 | 41 | 1 | 0 | 2 | 2 |
| 17-31ATC | 4 | 41 | 1 | 0 | 120 | 120 |
| 7ACA | 4 | 41 | 1 | 0 | 59 | 59 |
| 7ECA | 3 | 41 | 1 | 0 | 410 | 410 |
| 7GCAA | 3 | 41 | 1 | 0 | 143 | 143 |
| 7GCBC | 3 | 41 | 1 | 0 | 576 | 576 |
| 7KCAB | 3 | 41 | 1 | 0 | 261 | 261 |
| 8KCAB | 3 | 41 | 1 | 0 | 469 | 469 |
| 8KCAB-180 | 2 | 41 | 1 | 0 | 2 | 2 |
| 8GCBC | 3 | 41 | 1 | 0 | 224 | 224 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3,206** | **3,206** |
| **TOTAL** | | | | **0** | **3,206** | **3,206** |
| **BELLANCA** | | | | | | |
| 14-19 | 4 | 41 | 1 | 0 | 40 | 40 |
| 14-19-2 | 4 | 41 | 1 | 0 | 45 | 45 |
| 14-19-3 | 4 | 41 | 1 | 0 | 41 | 41 |
| 14-19-3A | 4 | 41 | 1 | 0 | 13 | 13 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **139** | **139** |
| **TOTAL** | | | | **0** | **139** | **139** |
| **BELLANCA** | | | | | | |
| 14-19-3 | 4 | 41 | 1 | 0 | 1 | 1 |
| 14-19-3A | 4 | 41 | 1 | 0 | 37 | 37 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **38** | **38** |
| **TOTAL** | | | | **0** | **38** | **38** |
| **BELLANCA AIRCRAFT CORP.** | | | | | | |
| 51 | 5 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **BELLANCA INC** | | | | | | |
| 17-30A | 4 | 41 | 1 | 0 | 8 | 8 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **BIEMOND** | | | | | | |
| TEAL CB-1 | 3 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BIRD** | | | | | | |
| A | 3 | 41 | 1 | 0 | 9 | 9 |
| A-T | 3 | 41 | 1 | 0 | 1 | 1 |
| BK | 3 | 41 | 1 | 0 | 7 | 7 |
| CK | 3 | 41 | 1 | 0 | 7 | 7 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **24** | **24** |
| **TOTAL** | | | | **0** | **24** | **24** |
| **BLERIOT** | | | | | | |
| 11 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1909 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **BOEING** | | | | | | |
| A75L3 | 2 | 41 | 1 | 0 | 55 | 55 |
| 75 | 2 | 41 | 1 | 0 | 21 | 21 |
| PT-13 | 2 | 41 | 1 | 0 | 3 | 3 |
| A75 | 2 | 41 | 1 | 0 | 113 | 113 |
| PT-13B | 2 | 41 | 1 | 0 | 3 | 3 |
| B75 | 2 | 41 | 1 | 0 | 15 | 15 |
| N2S-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| E75 | 2 | 41 | 1 | 0 | 316 | 316 |
| PT-13D | 2 | 41 | 1 | 0 | 17 | 17 |
| E75(N2S-5) | 2 | 41 | 1 | 0 | 1 | 1 |
| N2S-5 | 2 | 41 | 1 | 0 | 4 | 4 |
| A75J1 | 2 | 41 | 1 | 0 | 1 | 1 |
| A75L300 | 2 | 41 | 1 | 0 | 33 | 33 |
| A75N1 | 2 | 41 | 1 | 0 | 924 | 924 |
| PT-17 | 2 | 41 | 1 | 0 | 37 | 37 |
| PT-17A | 2 | 41 | 1 | 0 | 1 | 1 |
| N2S-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| N2S-4 | 2 | 41 | 1 | 0 | 4 | 4 |
| B75N1 | 2 | 41 | 1 | 0 | 242 | 242 |
| N2S-3 | 2 | 41 | 1 | 0 | 12 | 12 |
| D75N1 | 2 | 41 | 1 | 0 | 36 | 36 |
| PT-27 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1B75A | 2 | 41 | 1 | 0 | 29 | 29 |
| E75N1 | 2 | 41 | 1 | 0 | 82 | 82 |
| B-17F | 36 | 51 | 4 | 0 | 1 | 1 |
| B-17G | 36 | 51 | 4 | 0 | 14 | 14 |
| P26 | 1 | 41 | 1 | 0 | 1 | 1 |
| B-29 | 11 | 51 | 4 | 0 | 3 | 3 |
| L-15 | 2 | 41 | 1 | 0 | 1 | 1 |
| YL-15 | 2 | 41 | 1 | 0 | 1 | 1 |
| S307 | 39 | 51 | 4 | 0 | 1 | 1 |
| KC-97G | 96 | 51 | 4 | 0 | 10 | 10 |
| KC-97L | 96 | 51 | 4 | 0 | 5 | 5 |
| C-97-G | 93 | 51 | 4 | 0 | 2 | 2 |
| 100 | 1 | 41 | 1 | 0 | 2 | 2 |
| A75-N1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-17 | 2 | 41 | 1 | 0 | 1 | 1 |
| 75 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-17 | 2 | 41 | 1 | 0 | 1 | 1 |
| A75N1 | 2 | 41 | 1 | 0 | 2 | 2 |
| B75N1 | 2 | 41 | 1 | 0 | 1 | 1 |
| A75N1 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1,965** | **1,965** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **36** | **36** |
| **TOTAL** | | | | **0** | **2,001** | **2,001** |
| **BOLKOW** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BOLKOW** | | | | | | |
| BOLKOW JR | 2 | 41 | 1 | 0 | 1 | 1 |
| BOLKOW JUNIOR 208 | 2 | 41 | 1 | 0 | 9 | 9 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **10** | **10** |
| **TOTAL** | | | | **0** | **10** | **10** |
| **BREWSTER** | | | | | | |
| FLEET 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET 2 | 2 | 41 | 1 | 0 | 7 | 7 |
| FLEET 7 | 2 | 41 | 1 | 0 | 5 | 5 |
| FLEET 8 | 3 | 41 | 1 | 0 | 1 | 1 |
| FLEET 10 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **15** | **15** |
| **TOTAL** | | | | **0** | **15** | **15** |
| **BRITTEN NORMAN** | | | | | | |
| BN-2A MK III | 18 | 51 | 3 | 4 | 4 | 8 |
| BN 2A MKIII 2 | 10 | 51 | 3 | 2 | 1 | 3 |
| BN-2B-20 | 10 | 51 | 2 | 0 | 1 | 1 |
| BN-2 ISLANDER | 10 | 51 | 2 | 0 | 3 | 3 |
| BN-2A | 10 | 51 | 2 | 11 | 8 | 19 |
| BN-2A-6 | 10 | 51 | 2 | 2 | 1 | 3 |
| BN-2A-7 | 10 | 51 | 2 | 0 | 1 | 1 |
| BN-2A-8 | 10 | 51 | 2 | 6 | 8 | 14 |
| BN-2A-9 | 10 | 51 | 2 | 1 | 1 | 2 |
| BN-2A-3 | 10 | 51 | 2 | 1 | 13 | 14 |
| BN-2A-20 | 10 | 51 | 2 | 0 | 3 | 3 |
| BN-2A-21 | 10 | 51 | 2 | 0 | 6 | 6 |
| BN2A-26 ISLANDER | 10 | 51 | 2 | 7 | 13 | 20 |
| BN-2A-27 | 10 | 51 | 2 | 0 | 2 | 2 |
| BN-2B-26 | 10 | 51 | 2 | 0 | 2 | 2 |
| **F/W MULTI REC. ENG** | | **51** | | **34** | **67** | **101** |
| **TOTAL** | | | | **34** | **67** | **101** |
| **BUHL** | | | | | | |
| CA-3C | 3 | 41 | 1 | 0 | 1 | 1 |
| LA-1 | 1 | 41 | 1 | 0 | 11 | 11 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **12** | **12** |
| **TOTAL** | | | | **0** | **12** | **12** |
| **BUSHMASTER** | | | | | | |
| 2000 | 17 | 51 | 3 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **BUTLER AIRCRAFT COMPANY** | | | | | | |
| AEROSTAR 600 | 6 | 51 | 2 | 0 | 4 | 4 |
| AEROSTAR 601 | 6 | 51 | 2 | 0 | 12 | 12 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **16** | **16** |
| **TOTAL** | | | | **0** | **16** | **16** |
| **BUTLER AIRCRAFT CORPORATION** | | | | | | |
| BLACK HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **C.A.S.A.** | | | | | | |
| BU131 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CALLAIR** | | | | | | |
| A | 2 | 41 | 1 | 0 | 7 | 7 |
| A-2 | 2 | 41 | 1 | 0 | 9 | 9 |
| A-3 | 2 | 41 | 1 | 0 | 9 | 9 |
| A-4 | 2 | 41 | 1 | 0 | 8 | 8 |
| A-5 | 2 | 41 | 1 | 0 | 12 | 12 |
| A-5T | 2 | 41 | 1 | 0 | 2 | 2 |
| A-6 | 2 | 41 | 1 | 0 | 8 | 8 |
| A-7T | 2 | 41 | 1 | 0 | 1 | 1 |
| A-9 | 2 | 41 | 1 | 0 | 41 | 41 |
| A-9A | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A | 2 | 41 | 1 | 0 | 2 | 2 |
| S-1A-65F | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A-90C | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A-90F | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1B1 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **104** | **104** |
| **TOTAL** | | | | **0** | **104** | **104** |
| **CAMAIR** | | | | | | |
| 480 | 4 | 51 | 2 | 0 | 13 | 13 |
| 480C | 4 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **14** | **14** |
| **TOTAL** | | | | **0** | **14** | **14** |
| **CANADIAN CAR & FOUNDRY** | | | | | | |
| HARVARD MK II | 1 | 41 | 1 | 0 | 2 | 2 |
| HARVARD MK IV | 2 | 41 | 1 | 0 | 49 | 49 |
| NORSEMAN MARK V | 10 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **52** | **52** |
| **TOTAL** | | | | **0** | **52** | **52** |
| **CENTRAIR** | | | | | | |
| 101 | 4 | 41 | 1 | 0 | 13 | 13 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **13** | **13** |
| **TOTAL** | | | | **0** | **13** | **13** |
| **CESSNA** | | | | | | |
| DC-6A | 4 | 41 | 1 | 0 | 1 | 1 |
| AW | 4 | 41 | 1 | 0 | 6 | 6 |
| C-34 | 4 | 41 | 1 | 0 | 9 | 9 |
| C-37 | 4 | 41 | 1 | 0 | 11 | 11 |
| C-38 | 4 | 41 | 1 | 0 | 5 | 5 |
| C-145 | 4 | 41 | 1 | 0 | 7 | 7 |
| C-165 | 4 | 41 | 1 | 0 | 22 | 22 |
| T-50 | 5 | 51 | 2 | 0 | 66 | 66 |
| UC-78 | 5 | 51 | 2 | 0 | 4 | 4 |
| UC-78B | 5 | 51 | 2 | 0 | 3 | 3 |
| URC-1 | 5 | 51 | 2 | 0 | 1 | 1 |
| 120 | 2 | 41 | 1 | 0 | 872 | 872 |
| 140 | 2 | 41 | 1 | 0 | 2,106 | 2,106 |
| 140A | 2 | 41 | 1 | 0 | 266 | 266 |
| 150 | 2 | 41 | 1 | 0 | 572 | 572 |
| 150A | 2 | 41 | 1 | 0 | 167 | 167 |
| 150B | 2 | 41 | 1 | 0 | 178 | 178 |
| 150C | 2 | 41 | 1 | 0 | 232 | 232 |
| 150D | 2 | 41 | 1 | 0 | 391 | 391 |
| 150E | 2 | 41 | 1 | 0 | 457 | 457 |
| 150F | 2 | 41 | 1 | 0 | 1,729 | 1,729 |
| 150G | 2 | 41 | 1 | 0 | 1,619 | 1,619 |
| 150H | 2 | 41 | 1 | 0 | 1,265 | 1,265 |
| 150J | 2 | 41 | 1 | 0 | 1,146 | 1,146 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CESSNA** | | | | | | |
| 150K | 2 | 41 | 1 | 0 | 552 | 552 |
| A150K | 2 | 41 | 1 | 0 | 103 | 103 |
| 150L | 2 | 41 | 1 | 0 | 2,525 | 2,525 |
| A150L | 2 | 41 | 1 | 0 | 127 | 127 |
| 150M | 2 | 41 | 1 | 0 | 2,610 | 2,610 |
| A150M | 2 | 41 | 1 | 0 | 119 | 119 |
| 152 | 2 | 41 | 1 | 0 | 4,901 | 4,901 |
| A152 | 2 | 41 | 1 | 0 | 132 | 132 |
| P172D | 4 | 41 | 1 | 0 | 34 | 34 |
| 170 | 4 | 41 | 1 | 0 | 352 | 352 |
| 170A | 4 | 41 | 1 | 0 | 621 | 621 |
| 170B | 4 | 41 | 1 | 0 | 1,506 | 1,506 |
| 172 | 4 | 41 | 1 | 0 | 2,434 | 2,434 |
| 172A | 4 | 41 | 1 | 0 | 572 | 572 |
| 172B | 4 | 41 | 1 | 0 | 515 | 515 |
| 172C | 4 | 41 | 1 | 0 | 477 | 477 |
| 172D | 4 | 41 | 1 | 0 | 599 | 599 |
| 172E | 4 | 41 | 1 | 1 | 763 | 764 |
| R172E | 4 | 41 | 1 | 0 | 148 | 148 |
| 172F | 4 | 41 | 1 | 0 | 990 | 990 |
| T-41B | 4 | 41 | 1 | 0 | 11 | 11 |
| 172 M | 4 | 41 | 1 | 0 | 4,828 | 4,828 |
| 172G | 4 | 41 | 1 | 0 | 954 | 954 |
| R172G | 4 | 41 | 1 | 0 | 8 | 8 |
| 172H | 4 | 41 | 1 | 0 | 1,042 | 1,042 |
| 172I | 4 | 41 | 1 | 0 | 450 | 450 |
| R172J | 4 | 41 | 1 | 0 | 1 | 1 |
| 172K | 4 | 41 | 1 | 0 | 1,404 | 1,404 |
| R172K | 4 | 41 | 1 | 0 | 941 | 941 |
| 172L | 4 | 41 | 1 | 0 | 1,082 | 1,082 |
| 172N | 4 | 41 | 1 | 0 | 4,784 | 4,784 |
| 172P | 4 | 41 | 1 | 0 | 1,897 | 1,897 |
| 172Q | 4 | 41 | 1 | 0 | 29 | 29 |
| 172RG | 4 | 41 | 1 | 0 | 850 | 850 |
| 175 | 4 | 41 | 1 | 0 | 752 | 752 |
| 175A | 4 | 41 | 1 | 0 | 349 | 349 |
| 175B | 4 | 41 | 1 | 0 | 140 | 140 |
| 175C | 4 | 41 | 1 | 0 | 68 | 68 |
| 180 | 4 | 41 | 1 | 0 | 1,260 | 1,260 |
| 180A | 4 | 41 | 1 | 0 | 226 | 226 |
| 180B | 4 | 41 | 1 | 0 | 104 | 104 |
| 180C | 4 | 41 | 1 | 0 | 59 | 59 |
| 180D | 4 | 41 | 1 | 0 | 50 | 50 |
| 180E | 4 | 41 | 1 | 0 | 38 | 38 |
| 180F | 4 | 41 | 1 | 0 | 48 | 48 |
| 180G | 6 | 41 | 1 | 0 | 46 | 46 |
| 180H | 6 | 41 | 1 | 0 | 361 | 361 |
| 180J | 6 | 41 | 1 | 0 | 274 | 274 |
| 180K | 6 | 41 | 1 | 0 | 309 | 309 |
| 182 | 4 | 41 | 1 | 0 | 595 | 595 |
| 182A | 4 | 41 | 1 | 0 | 1,023 | 1,023 |
| 182B | 4 | 41 | 1 | 0 | 515 | 515 |
| 182C | 4 | 41 | 1 | 0 | 380 | 380 |
| 182D | 4 | 41 | 1 | 0 | 340 | 340 |
| 182E | 4 | 41 | 1 | 0 | 489 | 489 |
| 182F | 4 | 41 | 1 | 0 | 378 | 378 |
| 182G | 4 | 41 | 1 | 0 | 484 | 484 |
| 182H | 4 | 41 | 1 | 0 | 519 | 519 |
| 182J | 4 | 41 | 1 | 0 | 571 | 571 |
| 182K | 4 | 41 | 1 | 0 | 511 | 511 |
| 182L | 4 | 41 | 1 | 0 | 510 | 510 |
| 182M | 4 | 41 | 1 | 0 | 505 | 505 |
| 182N | 4 | 41 | 1 | 0 | 413 | 413 |
| 182R | 4 | 41 | 1 | 0 | 599 | 599 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CESSNA** | | | | | | |
| 182Q | 4 | 41 | 1 | 0 | 1,836 | 1,836 |
| 182RG | 4 | 41 | 1 | 0 | 5 | 5 |
| R182 | 4 | 41 | 1 | 0 | 945 | 945 |
| TR182 | 4 | 41 | 1 | 0 | 617 | 617 |
| T182 | 4 | 41 | 1 | 0 | 64 | 64 |
| 185 | 6 | 41 | 1 | 0 | 104 | 104 |
| 185A | 6 | 41 | 1 | 0 | 39 | 39 |
| 185B | 6 | 41 | 1 | 0 | 17 | 17 |
| 185C | 6 | 41 | 1 | 0 | 22 | 22 |
| 185D | 6 | 41 | 1 | 0 | 30 | 30 |
| 185E | 6 | 41 | 1 | 0 | 13 | 13 |
| A185E | 6 | 41 | 1 | 0 | 255 | 255 |
| 185F | 6 | 41 | 1 | 0 | 1 | 1 |
| A185F | 6 | 41 | 1 | 0 | 1,117 | 1,117 |
| 190 | 5 | 41 | 1 | 0 | 87 | 87 |
| 188 | 1 | 41 | 1 | 0 | 56 | 56 |
| A188 | 1 | 41 | 1 | 0 | 89 | 89 |
| A188B | 1 | 41 | 1 | 0 | 1,153 | 1,153 |
| 188A | 1 | 41 | 1 | 0 | 12 | 12 |
| 188B | 1 | 41 | 1 | 0 | 24 | 24 |
| A188A | 1 | 41 | 1 | 0 | 78 | 78 |
| B188B | 1 | 41 | 1 | 0 | 1 | 1 |
| T188C | 1 | 41 | 1 | 0 | 228 | 228 |
| 195 | 5 | 41 | 1 | 0 | 246 | 246 |
| LC-126B | 5 | 41 | 1 | 0 | 1 | 1 |
| LC-126C | 5 | 41 | 1 | 0 | 1 | 1 |
| 195A | 5 | 41 | 1 | 0 | 132 | 132 |
| 195B | 5 | 41 | 1 | 0 | 127 | 127 |
| 210-5(205) | 6 | 41 | 1 | 0 | 198 | 198 |
| 210-5A(205A) | 6 | 41 | 1 | 0 | 46 | 46 |
| 206 | 6 | 41 | 1 | 0 | 111 | 111 |
| P206 | 6 | 41 | 1 | 0 | 92 | 92 |
| U206 | 6 | 41 | 1 | 0 | 83 | 83 |
| P206A | 6 | 41 | 1 | 0 | 58 | 58 |
| P206B | 6 | 41 | 1 | 0 | 46 | 46 |
| TP206A | 6 | 41 | 1 | 0 | 16 | 16 |
| TP206B | 6 | 41 | 1 | 0 | 14 | 14 |
| P206C | 6 | 41 | 1 | 0 | 41 | 41 |
| TP206C | 6 | 41 | 1 | 0 | 14 | 14 |
| U206A | 6 | 41 | 1 | 0 | 42 | 42 |
| TU206 | 6 | 41 | 1 | 0 | 1 | 1 |
| TU206A | 6 | 41 | 1 | 0 | 27 | 27 |
| U206B | 6 | 41 | 1 | 0 | 61 | 61 |
| TU206B | 6 | 41 | 1 | 0 | 30 | 30 |
| U206C | 6 | 41 | 1 | 0 | 75 | 75 |
| U206F | 6 | 41 | 1 | 0 | 412 | 412 |
| TU206C | 6 | 41 | 1 | 0 | 33 | 33 |
| P206D | 6 | 41 | 1 | 0 | 36 | 36 |
| TP206D | 6 | 41 | 1 | 0 | 6 | 6 |
| U206D | 6 | 41 | 1 | 0 | 34 | 34 |
| TU206D | 6 | 41 | 1 | 0 | 19 | 19 |
| P206E | 6 | 41 | 1 | 0 | 11 | 11 |
| TP206E | 6 | 41 | 1 | 0 | 5 | 5 |
| U206E | 6 | 41 | 1 | 0 | 62 | 62 |
| TU206E | 6 | 41 | 1 | 0 | 19 | 19 |
| TU206F | 6 | 41 | 1 | 0 | 209 | 209 |
| U206G | 6 | 41 | 1 | 0 | 616 | 616 |
| TU206G | 6 | 41 | 1 | 0 | 572 | 572 |
| 210 | 4 | 41 | 1 | 0 | 386 | 386 |
| 210-5 | 6 | 41 | 1 | 0 | 64 | 64 |
| 210-5A | 6 | 41 | 1 | 0 | 15 | 15 |
| 210A | 4 | 41 | 1 | 0 | 154 | 154 |
| 210B | 4 | 41 | 1 | 0 | 148 | 148 |
| 210C | 4 | 41 | 1 | 0 | 85 | 85 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CESSNA** | | | | | | |
| 210D | 4 | 41 | 1 | 0 | 187 | 187 |
| 210E | 4 | 41 | 1 | 0 | 127 | 127 |
| 210F | 4 | 41 | 1 | 0 | 62 | 62 |
| T210F | 4 | 41 | 1 | 0 | 122 | 122 |
| 210G | 4 | 41 | 1 | 0 | 75 | 75 |
| T210G | 4 | 41 | 1 | 0 | 71 | 71 |
| 210H | 4 | 41 | 1 | 0 | 68 | 68 |
| T210H | 4 | 41 | 1 | 0 | 52 | 52 |
| 210J | 4 | 41 | 1 | 0 | 78 | 78 |
| T210J | 4 | 41 | 1 | 0 | 39 | 39 |
| 210K | 6 | 41 | 1 | 0 | 95 | 95 |
| T210K | 6 | 41 | 1 | 0 | 62 | 62 |
| 210L | 6 | 41 | 1 | 0 | 550 | 550 |
| T210L | 6 | 41 | 1 | 0 | 644 | 644 |
| 210M | 6 | 41 | 1 | 0 | 278 | 278 |
| T210M | 6 | 41 | 1 | 0 | 729 | 729 |
| 210N | 6 | 41 | 1 | 0 | 256 | 256 |
| P210N | 6 | 41 | 1 | 0 | 622 | 622 |
| P210R | 6 | 41 | 1 | 0 | 30 | 30 |
| T210N | 6 | 41 | 1 | 0 | 982 | 982 |
| 210R | 6 | 41 | 1 | 0 | 11 | 11 |
| T210R | 6 | 41 | 1 | 0 | 53 | 53 |
| 207 | 6 | 41 | 1 | 0 | 87 | 87 |
| 207A | 6 | 41 | 1 | 0 | 163 | 163 |
| T207 | 6 | 41 | 1 | 0 | 34 | 34 |
| T207A | 6 | 41 | 1 | 0 | 78 | 78 |
| 208B | 6 | 41 | 1 | 0 | 148 | 148 |
| 177 | 4 | 41 | 1 | 0 | 667 | 667 |
| 177A | 4 | 41 | 1 | 0 | 122 | 122 |
| 177B | 4 | 41 | 1 | 0 | 1,020 | 1,020 |
| 177RG | 4 | 41 | 1 | 0 | 1,021 | 1,021 |
| 303 | 4 | 51 | 2 | 0 | 3 | 3 |
| T303 | 4 | 51 | 2 | 1 | 166 | 167 |
| 305A | 2 | 41 | 1 | 0 | 165 | 165 |
| L-19 | 2 | 41 | 1 | 0 | 7 | 7 |
| L-19A | 2 | 41 | 1 | 0 | 7 | 7 |
| O-1A | 2 | 41 | 1 | 0 | 9 | 9 |
| O-2A | 6 | 51 | 2 | 0 | 10 | 10 |
| 305B | 2 | 41 | 1 | 0 | 2 | 2 |
| O-2B | 6 | 51 | 2 | 0 | 1 | 1 |
| TO-1D | 2 | 41 | 1 | 0 | 1 | 1 |
| 305C | 2 | 41 | 1 | 0 | 9 | 9 |
| L-19E | 2 | 41 | 1 | 0 | 36 | 36 |
| O-1E | 2 | 41 | 1 | 0 | 1 | 1 |
| 305 D | 2 | 41 | 1 | 0 | 1 | 1 |
| 305E | 2 | 41 | 1 | 0 | 1 | 1 |
| 305F | 2 | 41 | 1 | 0 | 1 | 1 |
| 310 | 5 | 51 | 2 | 0 | 323 | 323 |
| 310A | 5 | 51 | 2 | 0 | 48 | 48 |
| U-3A | 5 | 51 | 2 | 0 | 13 | 13 |
| 310B | 5 | 51 | 2 | 0 | 122 | 122 |
| 310C | 5 | 51 | 2 | 0 | 150 | 150 |
| 310D | 5 | 51 | 2 | 0 | 141 | 141 |
| 310E | 5 | 51 | 2 | 0 | 11 | 11 |
| 310F | 5 | 51 | 2 | 0 | 86 | 86 |
| 310G | 6 | 51 | 2 | 0 | 85 | 85 |
| 310H | 6 | 51 | 2 | 0 | 85 | 85 |
| E310H | 6 | 51 | 2 | 0 | 4 | 4 |
| 310I | 6 | 51 | 2 | 0 | 136 | 136 |
| 310J | 6 | 51 | 2 | 0 | 132 | 132 |
| 310K | 6 | 51 | 2 | 0 | 162 | 162 |
| 310L | 6 | 51 | 2 | 0 | 127 | 127 |
| 310N | 6 | 51 | 2 | 0 | 113 | 113 |
| 310P | 6 | 51 | 2 | 0 | 95 | 95 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CESSNA | | | | | | |
| T-310P | 6 | 51 | 2 | 0 | 34 | 34 |
| 310Q | 6 | 51 | 2 | 0 | 406 | 406 |
| T310Q | 6 | 51 | 2 | 0 | 72 | 72 |
| 310R | 6 | 51 | 2 | 0 | 567 | 567 |
| T310R | 6 | 51 | 2 | 0 | 186 | 186 |
| 319 | 2 | 41 | 1 | 0 | 1 | 1 |
| 320 | 5 | 51 | 2 | 0 | 59 | 59 |
| 320-1 | 6 | 51 | 2 | 0 | 1 | 1 |
| 320A | 6 | 51 | 2 | 0 | 17 | 17 |
| 320B | 6 | 51 | 2 | 0 | 32 | 32 |
| 320C | 6 | 51 | 2 | 0 | 43 | 43 |
| 320D | 6 | 51 | 2 | 0 | 75 | 75 |
| 320E | 6 | 51 | 2 | 0 | 66 | 66 |
| 320F | 6 | 51 | 2 | 0 | 24 | 24 |
| 325 | 2 | 41 | 1 | 0 | 1 | 1 |
| 335 | 6 | 51 | 2 | 0 | 42 | 42 |
| 336 | 4 | 51 | 2 | 0 | 76 | 76 |
| 337 | 6 | 51 | 2 | 0 | 113 | 113 |
| 337A | 6 | 51 | 2 | 0 | 120 | 120 |
| 337B | 6 | 51 | 2 | 0 | 89 | 89 |
| T337B | 6 | 51 | 2 | 0 | 31 | 31 |
| M337B | 6 | 51 | 2 | 0 | 10 | 10 |
| 337C | 6 | 51 | 2 | 0 | 76 | 76 |
| T337C | 6 | 51 | 2 | 0 | 29 | 29 |
| 337D | 6 | 51 | 2 | 0 | 72 | 72 |
| T337D | 6 | 51 | 2 | 0 | 24 | 24 |
| 337E | 6 | 51 | 2 | 0 | 43 | 43 |
| T337E | 6 | 51 | 2 | 0 | 20 | 20 |
| T337F | 6 | 51 | 2 | 0 | 9 | 9 |
| 337F | 6 | 51 | 2 | 0 | 46 | 46 |
| T337G | 6 | 51 | 2 | 0 | 191 | 191 |
| P337 | 6 | 51 | 2 | 0 | 3 | 3 |
| 337G | 6 | 51 | 2 | 0 | 175 | 175 |
| P337H | 6 | 51 | 2 | 0 | 50 | 50 |
| 337H | 6 | 51 | 2 | 0 | 29 | 29 |
| T337H | 6 | 51 | 2 | 0 | 38 | 38 |
| 182P | 4 | 41 | 1 | 0 | 2,501 | 2,501 |
| 401 | 8 | 51 | 2 | 1 | 98 | 99 |
| 401A | 8 | 51 | 2 | 3 | 74 | 77 |
| 401B | 8 | 51 | 2 | 0 | 53 | 53 |
| 402 | 9 | 51 | 2 | 5 | 40 | 45 |
| 402A | 9 | 51 | 2 | 10 | 46 | 56 |
| 402B | 10 | 51 | 2 | 44 | 259 | 303 |
| 402C | 10 | 51 | 2 | 42 | 189 | 231 |
| 404 | 8 | 51 | 2 | 4 | 131 | 135 |
| 411 | 8 | 51 | 2 | 0 | 120 | 120 |
| 411A | 8 | 51 | 2 | 0 | 19 | 19 |
| 414A | 8 | 51 | 2 | 0 | 423 | 423 |
| 414 | 8 | 51 | 2 | 0 | 339 | 339 |
| 421 | 8 | 51 | 2 | 0 | 120 | 120 |
| 421A | 8 | 51 | 2 | 0 | 74 | 74 |
| 421B | 8 | 51 | 2 | 1 | 460 | 461 |
| 421C | 8 | 51 | 2 | 0 | 554 | 554 |
| 340 | 6 | 51 | 2 | 0 | 255 | 255 |
| 340A | 6 | 51 | 2 | 1 | 653 | 654 |
| 305A | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A(O-1A) | 2 | 41 | 1 | 0 | 3 | 3 |
| 305A | 2 | 41 | 1 | 0 | 41 | 41 |
| 182G 460 | 4 | 41 | 1 | 0 | 5 | 5 |
| 182H 460 | 4 | 41 | 1 | 0 | 2 | 2 |
| 182K460 | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA L-19A | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A | 2 | 41 | 1 | 0 | 1 | 1 |
| 305A | 2 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CESSNA** | | | | | | |
| **F/W S-ENG REC. ENG** | | **41** | | **1** | **83,814** | **83,815** |
| **F/W MULTI REC. ENG** | | **51** | | **112** | **8,862** | **8,974** |
| **TOTAL** | | | | **113** | **92,676** | **92,789** |
| **CHAMPION** | | | | | | |
| 7AC | 3 | 41 | 1 | 0 | 156 | 156 |
| 7BCM | 3 | 41 | 1 | 0 | 23 | 23 |
| 7CCM | 3 | 41 | 1 | 0 | 22 | 22 |
| 7DC | 3 | 41 | 1 | 0 | 9 | 9 |
| S7DC | 3 | 41 | 1 | 0 | 1 | 1 |
| 7EC | 3 | 41 | 1 | 0 | 158 | 158 |
| 7ECA | 3 | 41 | 1 | 0 | 517 | 517 |
| S7EC | 3 | 41 | 1 | 0 | 2 | 2 |
| 7FC | 3 | 41 | 1 | 0 | 205 | 205 |
| 7GC | 3 | 41 | 1 | 0 | 35 | 35 |
| 7GCA | 3 | 41 | 1 | 0 | 2 | 2 |
| 7GCAA | 3 | 41 | 1 | 0 | 136 | 136 |
| 7GCB | 3 | 41 | 1 | 0 | 48 | 48 |
| 7GCBA | 3 | 41 | 1 | 0 | 1 | 1 |
| 7GCBC | 3 | 41 | 1 | 0 | 161 | 161 |
| 7HC | 3 | 41 | 1 | 0 | 15 | 15 |
| 7JC | 3 | 41 | 1 | 0 | 2 | 2 |
| 7KC | 3 | 41 | 1 | 0 | 2 | 2 |
| 7KCAB | 2 | 41 | 1 | 0 | 201 | 201 |
| AERONCA 7AC | 3 | 41 | 1 | 0 | 66 | 66 |
| AERONCA 7BCM | 3 | 41 | 1 | 0 | 25 | 25 |
| AERONCA 7CCM | 3 | 41 | 1 | 0 | 8 | 8 |
| AERONCA L-16B | 3 | 41 | 1 | 0 | 1 | 1 |
| AERONCA 7DC | 3 | 41 | 1 | 0 | 8 | 8 |
| AERONCA 7EC | 3 | 41 | 1 | 0 | 16 | 16 |
| AERONCA S7EC | 3 | 41 | 1 | 0 | 1 | 1 |
| AERONCA 7FC | 3 | 41 | 1 | 0 | 22 | 22 |
| AERONCA 7GC | 3 | 41 | 1 | 0 | 6 | 6 |
| AERONCA 7GCA | 3 | 41 | 1 | 0 | 2 | 2 |
| AERONCA 7GCB | 3 | 41 | 1 | 0 | 4 | 4 |
| AERONCA 7GCBA | 3 | 41 | 1 | 0 | 2 | 2 |
| AERONCA 7HC | 3 | 41 | 1 | 0 | 4 | 4 |
| 402 | 2 | 51 | 2 | 0 | 13 | 13 |
| 8GCBC | 3 | 41 | 1 | 0 | 1 | 1 |
| 8KCAB | 1 | 41 | 1 | 0 | 4 | 4 |
| AERONCA TL | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1,867** | **1,867** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **13** | **13** |
| **TOTAL** | | | | **0** | **1,880** | **1,880** |
| **CHANCE VOUGHT** | | | | | | |
| FG-1D | 1 | 41 | 1 | 0 | 3 | 3 |
| F4U-4 | 1 | 41 | 1 | 0 | 11 | 11 |
| F4U-5 | 1 | 41 | 1 | 0 | 5 | 5 |
| F4U-7 | 1 | 41 | 1 | 0 | 1 | 1 |
| F4U-1 CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| F4U-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **22** | **22** |
| **TOTAL** | | | | **0** | **22** | **22** |
| **CHAPMAN** | | | | | | |
| CHAPMAN SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **CHRISTEN INDUSTRIES INC** | | | | | | |
| PITTS S1-T | 1 | 41 | 1 | 0 | 16 | 16 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CHRISTEN INDUSTRIES INC** | | | | | | |
| PITTS S-2B | 2 | 41 | 1 | 0 | 60 | 60 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **76** | **76** |
| **TOTAL** | | | | **0** | **76** | **76** |
| **CLARK** | | | | | | |
| 1000 | 1 | 41 | 1 | 0 | 2 | 2 |
| 12 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **CLASSIC AIRCRAFT CORP** | | | | | | |
| WACO YMF | 2 | 41 | 1 | 0 | 10 | 10 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **10** | **10** |
| **TOTAL** | | | | **0** | **10** | **10** |
| **COLONIAL** | | | | | | |
| C-1 | 3 | 41 | 1 | 0 | 11 | 11 |
| C-2 | 4 | 41 | 1 | 0 | 7 | 7 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **18** | **18** |
| **TOTAL** | | | | **0** | **18** | **18** |
| **COLUMBIA AIRCRAFT** | | | | | | |
| XJL-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **COMMAND-AIRE** | | | | | | |
| 3C-3 | 3 | 41 | 1 | 0 | 3 | 3 |
| 3C-3A | 3 | 41 | 1 | 0 | 1 | 1 |
| 3C-3B | 3 | 41 | 1 | 0 | 1 | 1 |
| 5C-3 | 3 | 41 | 1 | 0 | 4 | 4 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **9** | **9** |
| **TOTAL** | | | | **0** | **9** | **9** |
| **COMMONWEALTH** | | | | | | |
| REARWIN 175 | 2 | 41 | 1 | 0 | 4 | 4 |
| REARWIN 180 | 2 | 41 | 1 | 0 | 1 | 1 |
| REARWIN 180F | 2 | 41 | 1 | 0 | 2 | 2 |
| REARWIN 185 | 2 | 41 | 1 | 0 | 26 | 26 |
| 185 | 2 | 41 | 1 | 0 | 82 | 82 |
| REARWIN 7000 | 2 | 41 | 1 | 0 | 1 | 1 |
| REARWIN 9000-L | 2 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **119** | **119** |
| **TOTAL** | | | | **0** | **119** | **119** |
| **CONS VULTEE/BASINGER** | | | | | | |
| BT-13A | 2 | 41 | 1 | 0 | 1 | 1 |
| B-24D | 12 | 51 | 4 | 0 | 1 | 1 |
| PBY-5A | 4 | 51 | 2 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **CONSOLIDATED AERONAUTICS INC.** | | | | | | |
| LAKE LA-4 | 4 | 41 | 1 | 0 | 25 | 25 |
| LAKE LA-4-200 | 4 | 41 | 1 | 0 | 227 | 227 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CONSOLIDATED AERONAUTICS INC.** | | | | | | |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **252** | **252** |
| **TOTAL** | | | | **0** | **252** | **252** |
| **CONSOLIDATED VULTEE** | | | | | | |
| BT-13 | 2 | 41 | 1 | 0 | 15 | 15 |
| BT-13A | 2 | 41 | 1 | 0 | 60 | 60 |
| SNV-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BT-13B (SNV-2) | 2 | 41 | 1 | 0 | 14 | 14 |
| SNV-2 | 2 | 41 | 1 | 0 | 4 | 4 |
| BT-15 | 2 | 41 | 1 | 0 | 11 | 11 |
| L-13 | 2 | 41 | 1 | 0 | 7 | 7 |
| L-13B | 2 | 41 | 1 | 0 | 2 | 2 |
| RLB30 | 3 | 51 | 4 | 0 | 1 | 1 |
| P4Y-2 | 4 | 51 | 4 | 0 | 7 | 7 |
| PBY-5A | 4 | 51 | 2 | 0 | 10 | 10 |
| PBY-6A | 4 | 51 | 2 | 0 | 3 | 3 |
| 28-5ACF | 25 | 51 | 2 | 0 | 9 | 9 |
| L-13A | 2 | 41 | 1 | 0 | 11 | 11 |
| 28-5ACF | 4 | 51 | 2 | 0 | 2 | 2 |
| XC-99 | 415 | 51 | 6 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **125** | **125** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **33** | **33** |
| **TOTAL** | | | | **0** | **158** | **158** |
| **CONSTRUCCIONES AERONAUTICAS SA** | | | | | | |
| 1.131 | 2 | 41 | 1 | 0 | 3 | 3 |
| 1.131E | 2 | 41 | 1 | 0 | 7 | 7 |
| CASA-352-L | 18 | 51 | 3 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **10** | **10** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **11** | **11** |
| **CONVAIR** | | | | | | |
| BT-13 | 2 | 41 | 1 | 0 | 7 | 7 |
| BT-13A | 2 | 41 | 1 | 0 | 15 | 15 |
| SNV-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BT-13B | 2 | 41 | 1 | 0 | 3 | 3 |
| BT-15 | 2 | 41 | 1 | 0 | 9 | 9 |
| B-24J | 12 | 51 | 4 | 0 | 1 | 1 |
| 240 | 42 | 51 | 2 | 4 | 12 | 16 |
| 240-0 | 42 | 51 | 2 | 0 | 1 | 1 |
| 240-1 | 42 | 51 | 2 | 0 | 2 | 2 |
| 240-3 | 42 | 51 | 2 | 0 | 1 | 1 |
| 240-4 | 42 | 51 | 2 | 0 | 3 | 3 |
| 240-5 | 42 | 51 | 2 | 0 | 1 | 1 |
| 240-13 | 42 | 51 | 2 | 1 | 0 | 1 |
| 240-14 | 42 | 51 | 2 | 0 | 2 | 2 |
| 240-21 | 42 | 51 | 2 | 0 | 1 | 1 |
| 240-23 | 42 | 51 | 2 | 1 | 0 | 1 |
| 240-27 | 42 | 51 | 2 | 2 | 6 | 8 |
| 240-52 | 42 | 51 | 2 | 0 | 1 | 1 |
| T-29B | 42 | 51 | 2 | 1 | 6 | 7 |
| VT-29B | 42 | 51 | 2 | 0 | 2 | 2 |
| AT-29C | 42 | 51 | 2 | 0 | 1 | 1 |
| VT-29D | 42 | 51 | 2 | 0 | 1 | 1 |
| T-29D | 8 | 51 | 2 | 0 | 2 | 2 |
| 340 | 46 | 51 | 2 | 10 | 12 | 22 |
| 340-31 | 46 | 51 | 2 | 1 | 3 | 4 |
| 340-32 | 46 | 51 | 2 | 0 | 2 | 2 |
| 340-37 | 46 | 51 | 2 | 1 | 0 | 1 |
| 340-38 | 46 | 51 | 2 | 0 | 1 | 1 |
| 340-62 | 46 | 51 | 2 | 0 | 1 | 1 |
| C-131A | 48 | 51 | 2 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CONVAIR** | | | | | | |
| 440 | 54 | 51 | 2 | 23 | 3 | 26 |
| C-131B | 48 | 51 | 2 | 0 | 2 | 2 |
| HC-131A | 48 | 51 | 2 | 0 | 7 | 7 |
| C-131E | 54 | 51 | 2 | 1 | 0 | 1 |
| C-131F | 54 | 51 | 2 | 2 | 0 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **35** | **35** |
| **F/W MULTI REC. ENG** | | **51** | | **47** | **76** | **123** |
| **TOTAL** | | | | **47** | **111** | **158** |
| **CULVER** | | | | | | |
| LCA | 2 | 41 | 1 | 0 | 41 | 41 |
| LFA | 2 | 41 | 1 | 0 | 49 | 49 |
| V | 2 | 41 | 1 | 0 | 16 | 16 |
| PQ-14A | 2 | 41 | 1 | 0 | 2 | 2 |
| PQ-14B | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **110** | **110** |
| **TOTAL** | | | | **0** | **110** | **110** |
| **CUNNINGHAM HALL** | | | | | | |
| PT-6F | 6 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **CURTISS ROBERTSON** | | | | | | |
| ROBIN J-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **CURTISS WRIGHT** | | | | | | |
| A22 | 2 | 41 | 1 | 0 | 2 | 2 |
| FLEDGLING | 2 | 41 | 1 | 0 | 5 | 5 |
| JR CW1 | 2 | 41 | 1 | 0 | 27 | 27 |
| JN4D | 2 | 41 | 1 | 0 | 2 | 2 |
| ROBIN | 3 | 41 | 1 | 0 | 24 | 24 |
| ROBIN C-1 | 3 | 41 | 1 | 0 | 10 | 10 |
| ROBIN C-2 | 3 | 41 | 1 | 0 | 1 | 1 |
| ROBIN J-1 | 3 | 41 | 1 | 0 | 2 | 2 |
| SEDAN 15-D | 4 | 41 | 1 | 0 | 3 | 3 |
| TRAVEL AIR 4-D | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR D-4-D | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 6-B | 6 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR 12-Q | 2 | 41 | 1 | 0 | 4 | 4 |
| TRAVEL AIR 12-W | 2 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR A-14-D | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR B-14-B | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR B-14-R | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 16-E | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 2000 | 3 | 41 | 1 | 0 | 13 | 13 |
| TRAVEL AIR 2000T | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 3000 | 3 | 41 | 1 | 0 | 1 | 1 |
| TRAVEL AIR 4000 | 3 | 41 | 1 | 0 | 61 | 61 |
| TRAVEL AIR B-4000 | 3 | 41 | 1 | 0 | 6 | 6 |
| TRAVEL AIR B9-4000 | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR C-4000 | 3 | 41 | 1 | 0 | 2 | 2 |
| TRAVEL AIR D-4000 | 3 | 41 | 1 | 0 | 7 | 7 |
| TRAVEL AIR E-4000 | 3 | 41 | 1 | 0 | 8 | 8 |
| TRAVEL AIR L-4000 | 3 | 41 | 1 | 0 | 5 | 5 |
| TRAVEL AIR A-6000-A | 6 | 41 | 1 | 0 | 3 | 3 |
| TRAVEL AIR S-6000-B | 6 | 41 | 1 | 0 | 1 | 1 |
| O-52 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CURTISS WRIGHT** | | | | | | |
| P-40 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-40E | 1 | 41 | 1 | 0 | 7 | 7 |
| P-40K | 1 | 41 | 1 | 0 | 1 | 1 |
| P-40N | 1 | 41 | 1 | 0 | 10 | 10 |
| C-46 | 65 | 51 | 2 | 0 | 3 | 3 |
| C-46A | 65 | 51 | 2 | 0 | 6 | 6 |
| C-46D | 65 | 51 | 2 | 0 | 3 | 3 |
| C-46F | 65 | 51 | 2 | 0 | 10 | 10 |
| C-46R | 65 | 51 | 2 | 0 | 1 | 1 |
| C-46 | 69 | 51 | 2 | 0 | 2 | 2 |
| C-46A | 69 | 51 | 2 | 0 | 1 | 1 |
| C-46F | 69 | 51 | 2 | 0 | 6 | 6 |
| C-46R | 69 | 51 | 2 | 0 | 3 | 3 |
| SB2C5 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-40N | 1 | 41 | 1 | 0 | 1 | 1 |
| JN-4-D JENNY | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **225** | **225** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **35** | **35** |
| **TOTAL** | | | | **0** | **260** | **260** |
| **CURTISS-ROBERTSON** | | | | | | |
| 4C-1A | 3 | 41 | 1 | 0 | 1 | 1 |
| ROBIN C-2 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **CURTISS-WRIGHT** | | | | | | |
| T-32-C CONDOR II | 1 | 41 | 1 | 0 | 1 | 1 |
| P-40E | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **CZECHOSLOVAK A/C WORKS-OMNIPOL** | | | | | | |
| SUPER AERO 45 | 4 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **DART** | | | | | | |
| G | 2 | 41 | 1 | 0 | 6 | 6 |
| GC | 2 | 41 | 1 | 0 | 9 | 9 |
| GK | 2 | 41 | 1 | 0 | 7 | 7 |
| GW | 2 | 41 | 1 | 0 | 4 | 4 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **26** | **26** |
| **TOTAL** | | | | **0** | **26** | **26** |
| **DAVIS** | | | | | | |
| D-1-K | 2 | 41 | 1 | 0 | 2 | 2 |
| D-1-W | 2 | 41 | 1 | 0 | 4 | 4 |
| D-1-66 | 2 | 41 | 1 | 0 | 1 | 1 |
| V-3 | 2 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **12** | **12** |
| **TOTAL** | | | | **0** | **12** | **12** |
| **DEE HOWARD COMPANY** | | | | | | |
| 500 | 21 | 51 | 2 | 0 | 3 | 3 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **DEHAVILLAND** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **DEHAVILLAND** | | | | | | |
| BEAVER DHC-2 MK.1 | 8 | 41 | 1 | 0 | 93 | 93 |
| BEAVER L-20A | 8 | 41 | 1 | 0 | 3 | 3 |
| BEAVER U-6A | 8 | 41 | 1 | 0 | 99 | 99 |
| BEAVER DHC-2 | 8 | 41 | 1 | 0 | 49 | 49 |
| DHC-2-L-20 | 8 | 41 | 1 | 0 | 4 | 4 |
| BEAVER U-6 | 8 | 41 | 1 | 0 | 2 | 2 |
| OTTER DHC-3 | 16 | 41 | 1 | 0 | 40 | 40 |
| OTTER U-1A | 19 | 41 | 1 | 0 | 3 | 3 |
| CARIBOU DHC-4 | 32 | 51 | 2 | 0 | 3 | 3 |
| CARIBOU DHC-4A | 32 | 51 | 2 | 0 | 30 | 30 |
| C-7A | 32 | 51 | 2 | 0 | 1 | 1 |
| DH104 DOVE 1A | 13 | 51 | 2 | 0 | 1 | 1 |
| DH104 DOVE 2A | 13 | 51 | 2 | 0 | 1 | 1 |
| DH104 DOVE 5A | 13 | 51 | 2 | 0 | 10 | 10 |
| DH104 DOVE 6A | 13 | 51 | 2 | 0 | 14 | 14 |
| DH104 DOVE 6BA | 13 | 51 | 2 | 0 | 3 | 3 |
| DH104 DOVE 7A | 13 | 51 | 2 | 0 | 2 | 2 |
| DH104 DOVE 8A | 13 | 51 | 2 | 0 | 2 | 2 |
| D H 114 HERON 2DA | 19 | 51 | 4 | 0 | 5 | 5 |
| DH-114 | 19 | 51 | 4 | 0 | 6 | 6 |
| DH 114 HERON 2X | 19 | 51 | 4 | 0 | 27 | 27 |
| GYPSY MOTH | 2 | 41 | 1 | 0 | 2 | 2 |
| GIPSY MOTH DH.60G | 2 | 41 | 1 | 0 | 3 | 3 |
| PUSS MOTH 80A | 3 | 41 | 1 | 0 | 1 | 1 |
| TIGER MOTH DH82 | 2 | 41 | 1 | 0 | 1 | 1 |
| TIGER MOTH DH 82A | 2 | 41 | 1 | 0 | 86 | 86 |
| TIGER MOTH DH-82C | 2 | 41 | 1 | 0 | 7 | 7 |
| HORNET MOTH DH 87A | 4 | 41 | 1 | 0 | 1 | 1 |
| HORNET MOTH DH 87B | 4 | 41 | 1 | 0 | 1 | 1 |
| DH-94 MOTH MINOR | 4 | 41 | 1 | 0 | 1 | 1 |
| DH-89A | 4 | 41 | 1 | 0 | 3 | 3 |
| DH-89A MKIV | 4 | 51 | 2 | 0 | 1 | 1 |
| MOTH MINOR DH-94 | 4 | 41 | 1 | 0 | 1 | 1 |
| CHIPMUNK | 2 | 41 | 1 | 0 | 2 | 2 |
| DHC-1 | 2 | 41 | 1 | 0 | 15 | 15 |
| DHC-1 CHIPMUNK | 2 | 41 | 1 | 0 | 27 | 27 |
| DHC-1A CHIPMUNK | 2 | 41 | 1 | 0 | 1 | 1 |
| CHIPMUNK DHC-1T10 | 2 | 41 | 1 | 0 | 2 | 2 |
| DHC-1 T.MK. 10 | 2 | 41 | 1 | 0 | 8 | 8 |
| DHC-1 SERIES 22 | 2 | 41 | 1 | 0 | 18 | 18 |
| DHC-1 SERIES 23 | 1 | 41 | 1 | 0 | 1 | 1 |
| DHC-1B-2 | 2 | 41 | 1 | 0 | 10 | 10 |
| DHC-1B-2-S3 | 2 | 41 | 1 | 0 | 10 | 10 |
| DHC-1B-2-S5 | 2 | 41 | 1 | 0 | 15 | 15 |
| CHIPMUNK 22A | 2 | 41 | 1 | 0 | 3 | 3 |
| CHIPMUNK T.10 MK-22 | 2 | 41 | 1 | 0 | 3 | 3 |
| DHM-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| DH84A DRAGON | 4 | 51 | 2 | 0 | 1 | 1 |
| DHC-2 | 7 | 41 | 1 | 0 | 31 | 31 |
| DHC2 MK I | 8 | 41 | 1 | 0 | 29 | 29 |
| DHC-2 | 6 | 41 | 1 | 0 | 1 | 1 |
| DHC-3 | 11 | 41 | 1 | 0 | 6 | 6 |
| DHC-2 | 8 | 41 | 1 | 0 | 6 | 6 |
| DHC-2 MK.I | 8 | 41 | 1 | 0 | 3 | 3 |
| DHC-2 BEAVER | 7 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **594** | **594** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **107** | **107** |
| **TOTAL** | | | | **0** | **701** | **701** |
| **DETROIT** | | | | | | |
| PARKS P2A | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **DORNIER** | | | | | | |
| DO28 A-1 | 8 | 51 | 2 | 0 | 3 | 3 |
| DO 27 | 8 | 41 | 1 | 0 | 2 | 2 |
| DO27A4 | 8 | 41 | 1 | 0 | 3 | 3 |
| 27Q5 | 3 | 41 | 1 | 0 | 1 | 1 |
| DO 28 D-1 | 15 | 51 | 2 | 0 | 3 | 3 |
| BU 133 | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **8** | **8** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **14** | **14** |
| **DOUGLAS** | | | | | | |
| DOLPHIN 8 | 8 | 51 | 2 | 0 | 1 | 1 |
| A-20B | 6 | 51 | 2 | 0 | 1 | 1 |
| A-20G | 6 | 51 | 2 | 0 | 3 | 3 |
| SBD-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| A-26 | 6 | 51 | 2 | 0 | 3 | 3 |
| A-26B | 6 | 51 | 2 | 0 | 18 | 18 |
| A-26C | 6 | 51 | 2 | 0 | 12 | 12 |
| B-26 | 6 | 51 | 2 | 0 | 5 | 5 |
| B-26B | 6 | 51 | 2 | 0 | 10 | 10 |
| TB-26B | 6 | 51 | 2 | 0 | 2 | 2 |
| B-26C | 6 | 51 | 2 | 0 | 6 | 6 |
| TB-26C | 6 | 51 | 2 | 0 | 1 | 1 |
| RB-26C | 6 | 51 | 2 | 0 | 3 | 3 |
| B-23 | 5 | 51 | 2 | 0 | 2 | 2 |
| DC2 | 18 | 51 | 2 | 0 | 2 | 2 |
| DC3 | 32 | 51 | 2 | 10 | 69 | 79 |
| DC3-G102A | 32 | 51 | 2 | 0 | 5 | 5 |
| DC3-G202A | 32 | 51 | 2 | 0 | 21 | 21 |
| DC3A | 32 | 51 | 2 | 0 | 54 | 54 |
| DC3A-SC3G | 32 | 51 | 2 | 0 | 1 | 1 |
| DC3A 1830-94 | 32 | 51 | 2 | 0 | 2 | 2 |
| DC-3A-S1C3G | 32 | 51 | 2 | 0 | 13 | 13 |
| DC3A-S4C4G | 32 | 51 | 2 | 0 | 6 | 6 |
| DC3C | 32 | 51 | 2 | 26 | 86 | 112 |
| DC3C-S1C3G | 32 | 51 | 2 | 0 | 38 | 38 |
| C-47D | 32 | 51 | 2 | 0 | 4 | 4 |
| C-47H | 32 | 51 | 2 | 0 | 1 | 1 |
| C-47J | 32 | 51 | 2 | 0 | 6 | 6 |
| DC3C-S4C4G | 32 | 51 | 2 | 0 | 6 | 6 |
| C-47 | 32 | 51 | 2 | 0 | 51 | 51 |
| C-47A | 32 | 51 | 2 | 0 | 13 | 13 |
| DC3C-R-1830-90C | 32 | 51 | 2 | 0 | 5 | 5 |
| C-47B | 32 | 51 | 2 | 0 | 4 | 4 |
| R4D-6 | 32 | 51 | 2 | 0 | 1 | 1 |
| DC3C 1830-94 | 32 | 51 | 2 | 0 | 19 | 19 |
| DC3C-R | 32 | 51 | 2 | 0 | 1 | 1 |
| SUPER DC-3 | 32 | 51 | 2 | 0 | 2 | 2 |
| SUPER R4D-8 | 32 | 51 | 2 | 0 | 5 | 5 |
| VC-47D | 32 | 51 | 2 | 0 | 4 | 4 |
| C-117D | 32 | 51 | 2 | 0 | 9 | 9 |
| DAKOTA 4 | 32 | 51 | 2 | 0 | 2 | 2 |
| DC-4 | 60 | 51 | 4 | 0 | 3 | 3 |
| C-54 | 60 | 51 | 4 | 0 | 19 | 19 |
| C54A-DC | 60 | 51 | 4 | 0 | 3 | 3 |
| C-54A | 60 | 51 | 4 | 0 | 1 | 1 |
| C54B-DC | 60 | 51 | 4 | 0 | 11 | 11 |
| C-54B | 60 | 51 | 4 | 0 | 3 | 3 |
| C54D-DC | 60 | 51 | 4 | 0 | 8 | 8 |
| C54-D | 60 | 51 | 4 | 0 | 8 | 8 |
| C54E-DC | 60 | 51 | 4 | 0 | 6 | 6 |
| C-54E | 60 | 51 | 4 | 0 | 6 | 6 |
| C54G-DC | 60 | 51 | 4 | 0 | 5 | 5 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **DOUGLAS** | | | | | | |
| C-54G | 60 | 51 | 4 | 0 | 11 | 11 |
| DC-6 | 96 | 51 | 4 | 16 | 4 | 20 |
| DC-6A | 96 | 51 | 4 | 30 | 7 | 37 |
| C-118 | 96 | 51 | 4 | 0 | 5 | 5 |
| C-118A | 96 | 51 | 4 | 0 | 16 | 16 |
| C-118B | 96 | 51 | 4 | 0 | 4 | 4 |
| DC-6B | 96 | 51 | 4 | 0 | 54 | 54 |
| DC-7 | 102 | 51 | 4 | 0 | 8 | 8 |
| DC-7E | 102 | 51 | 4 | 0 | 10 | 10 |
| DC-7BF | 102 | 51 | 4 | 1 | 1 | 2 |
| DC-7C | 102 | 51 | 4 | 10 | 6 | 16 |
| DC-7CF | 102 | 51 | 4 | 0 | 1 | 1 |
| AD-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AD-4 | 1 | 41 | 1 | 0 | 2 | 2 |
| AD-4N | 2 | 41 | 1 | 0 | 3 | 3 |
| AD-4W | 2 | 41 | 1 | 0 | 1 | 1 |
| M-2 | 3 | 41 | 1 | 0 | 1 | 1 |
| EA-1E | 7 | 41 | 1 | 0 | 1 | 1 |
| SBD-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **11** | **11** |
| **F/W MULTI REC. ENG** | | **51** | | **93** | **697** | **790** |
| **TOTAL** | | | | **93** | **708** | **801** |
| **DOWNER** | | | | | | |
| BELLANCA 14-19 | 4 | 41 | 1 | 0 | 7 | 7 |
| BELLANCA 14-19-2 | 4 | 41 | 1 | 0 | 10 | 10 |
| BELLANCA 14-19-3 | 4 | 41 | 1 | 0 | 18 | 18 |
| BELLANCA 14-19-3A | 4 | 41 | 1 | 0 | 10 | 10 |
| 14-19 | 4 | 41 | 1 | 0 | 3 | 3 |
| 14-19-2 | 4 | 41 | 1 | 0 | 3 | 3 |
| 14-19-3 | 4 | 41 | 1 | 0 | 4 | 4 |
| 14-19-3A | 4 | 41 | 1 | 0 | 2 | 2 |
| REPUBLIC RC-3 | 4 | 41 | 1 | 0 | 18 | 18 |
| RC-3 | 4 | 41 | 1 | 0 | 6 | 6 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **81** | **81** |
| **TOTAL** | | | | **0** | **81** | **81** |
| **DOYLE** | | | | | | |
| O-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **DRIGGS** | | | | | | |
| SKYLARK 3 | 2 | 41 | 1 | 0 | 2 | 2 |
| DART II | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **DRUINE** | | | | | | |
| D-31 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **DURAMOLD** | | | | | | |
| F46A | 5 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| EAGLE DW-1 | 1 | 41 | 1 | 0 | 76 | 76 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **EAGLE AIRCRAFT CO** | | | | | | |
| EAGLE DW-1 | 1 | 41 | 1 | 0 | 9 | 9 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **85** | **85** |
| **TOTAL** | | | | **0** | **85** | **85** |
| **EAGLEROCK** | | | | | | |
| A-1 | 3 | 41 | 1 | 0 | 7 | 7 |
| A-2 | 3 | 41 | 1 | 0 | 2 | 2 |
| A-3 | 3 | 41 | 1 | 0 | 1 | 1 |
| COMB EAGLEROCK 3POLE | 3 | 41 | 1 | 0 | 2 | 2 |
| A-4 | 3 | 41 | 1 | 0 | 1 | 1 |
| A-14 | 3 | 41 | 1 | 0 | 1 | 1 |
| LONG WING EAGLEROCK | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **15** | **15** |
| **TOTAL** | | | | **0** | **15** | **15** |
| **EMBRAER** | | | | | | |
| EMB-820C | 8 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **EMIGH** | | | | | | |
| TROJAN A-2 | 2 | 41 | 1 | 0 | 13 | 13 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **13** | **13** |
| **TOTAL** | | | | **0** | **13** | **13** |
| **EMROTH-EMAIR** | | | | | | |
| MA-1 | 1 | 41 | 1 | 0 | 7 | 7 |
| MA-1B | 1 | 41 | 1 | 0 | 11 | 11 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **18** | **18** |
| **TOTAL** | | | | **0** | **18** | **18** |
| **ENGINEERING & RESEARCH** | | | | | | |
| 415-C | 2 | 41 | 1 | 0 | 231 | 231 |
| 415-CD | 2 | 41 | 1 | 0 | 30 | 30 |
| 415-D | 2 | 41 | 1 | 0 | 32 | 32 |
| 415-E | 2 | 41 | 1 | 0 | 10 | 10 |
| 415-G | 2 | 41 | 1 | 0 | 2 | 2 |
| ERCOUPE 415-C | 2 | 41 | 1 | 0 | 414 | 414 |
| ERCOUPE 415-CD | 2 | 41 | 1 | 0 | 40 | 40 |
| ERCOUPE 415-D | 2 | 41 | 1 | 0 | 34 | 34 |
| ERCOUPE 415-E | 2 | 41 | 1 | 0 | 15 | 15 |
| ERCOUPE 415-G | 2 | 41 | 1 | 0 | 8 | 8 |
| 415-C | 2 | 41 | 1 | 0 | 903 | 903 |
| 415-CD | 2 | 41 | 1 | 0 | 63 | 63 |
| 415-D | 2 | 41 | 1 | 0 | 96 | 96 |
| 415-E | 2 | 41 | 1 | 0 | 21 | 21 |
| 415-G | 2 | 41 | 1 | 0 | 7 | 7 |
| E | 1 | 41 | 1 | 0 | 27 | 27 |
| G | 2 | 41 | 1 | 0 | 27 | 27 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1,960** | **1,960** |
| **TOTAL** | | | | **0** | **1,960** | **1,960** |
| **EVANGEL AIR** | | | | | | |
| 4500-300 | 2 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **FAIRCHILD** | | | | | | |
| 22 C7A | 2 | 41 | 1 | 0 | 4 | 4 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **FAIRCHILD** | | | | | | |
| 22 C7AM | 2 | 41 | 1 | 0 | 1 | 1 |
| 22 C7B | 2 | 41 | 1 | 0 | 5 | 5 |
| 22 C7D | 2 | 41 | 1 | 0 | 4 | 4 |
| 22 C7E | 2 | 41 | 1 | 0 | 2 | 2 |
| 22 C7F | 2 | 41 | 1 | 0 | 4 | 4 |
| 24 C8 | 3 | 41 | 1 | 0 | 2 | 2 |
| 24 C8A | 3 | 41 | 1 | 0 | 3 | 3 |
| 24 C8B | 3 | 41 | 1 | 0 | 1 | 1 |
| 24 C8C | 3 | 41 | 1 | 0 | 18 | 18 |
| 24 C8D | 3 | 41 | 1 | 0 | 1 | 1 |
| 24 C8E | 3 | 41 | 1 | 0 | 11 | 11 |
| 24 C8F | 3 | 41 | 1 | 0 | 9 | 9 |
| 24 H | 3 | 41 | 1 | 0 | 9 | 9 |
| 24 G | 4 | 41 | 1 | 0 | 24 | 24 |
| 24 J | 4 | 41 | 1 | 0 | 11 | 11 |
| 24 K | 4 | 41 | 1 | 0 | 7 | 7 |
| 24R-9 | 4 | 41 | 1 | 0 | 10 | 10 |
| 24R-40 | 4 | 41 | 1 | 0 | 9 | 9 |
| 24R-46 | 4 | 41 | 1 | 0 | 55 | 55 |
| 24R-46A | 4 | 41 | 1 | 0 | 15 | 15 |
| 24R-46S | 4 | 41 | 1 | 0 | 1 | 1 |
| 24W-9 | 4 | 41 | 1 | 0 | 11 | 11 |
| 24W-40 | 4 | 41 | 1 | 0 | 17 | 17 |
| 24W-41 | 4 | 41 | 1 | 0 | 2 | 2 |
| 24W-41A | 4 | 41 | 1 | 0 | 19 | 19 |
| 24W-46 | 4 | 41 | 1 | 0 | 61 | 61 |
| 24W-46S | 4 | 41 | 1 | 0 | 3 | 3 |
| 71 | 7 | 41 | 1 | 0 | 4 | 4 |
| FC-2-W2 | 7 | 41 | 1 | 0 | 4 | 4 |
| F-45 | 5 | 41 | 1 | 0 | 4 | 4 |
| KR-21 | 2 | 41 | 1 | 0 | 11 | 11 |
| KR-31 | 3 | 41 | 1 | 0 | 11 | 11 |
| KR-34B2 | 3 | 41 | 1 | 0 | 1 | 1 |
| KR-34C | 3 | 41 | 1 | 0 | 7 | 7 |
| M-62 | 2 | 41 | 1 | 0 | 6 | 6 |
| M-62A | 2 | 41 | 1 | 0 | 113 | 113 |
| PT-19 | 2 | 41 | 1 | 0 | 4 | 4 |
| PT-19A | 2 | 41 | 1 | 0 | 4 | 4 |
| M-62A-3 | 2 | 41 | 1 | 0 | 57 | 57 |
| M-62A-4 | 2 | 41 | 1 | 0 | 9 | 9 |
| PT-26 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-26A | 2 | 41 | 1 | 0 | 3 | 3 |
| PT-26B | 2 | 41 | 1 | 0 | 1 | 1 |
| M-62B | 2 | 41 | 1 | 0 | 2 | 2 |
| M-62C | 2 | 41 | 1 | 0 | 36 | 36 |
| PT-23 | 2 | 41 | 1 | 0 | 2 | 2 |
| XNQ-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| C-82 | 52 | 51 | 2 | 0 | 1 | 1 |
| C-82A | 52 | 51 | 2 | 0 | 1 | 1 |
| C-119 | 52 | 51 | 2 | 0 | 6 | 6 |
| C-119C | 52 | 51 | 2 | 0 | 4 | 4 |
| C-119G | 52 | 51 | 2 | 0 | 20 | 20 |
| C-119L | 52 | 51 | 2 | 0 | 2 | 2 |
| C-123 | 52 | 51 | 2 | 0 | 1 | 1 |
| C-123K | 52 | 51 | 5 | 0 | 11 | 11 |
| M62C F-23A | 2 | 41 | 1 | 0 | 7 | 7 |
| M-62CF-23B | 2 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **610** | **610** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **46** | **46** |
| **TOTAL** | | | | **0** | **656** | **656** |
| **FAIREY AVIATION LTD** | | | | | | |
| SWORDFISH-A/NA4 | 3 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
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PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **FAIREY AVIATION LTD** | | | | | | |
| FIREFLY | 2 | 41 | 1 | 0 | 1 | 1 |
| A.E.W. | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **FALCON AIRCRAFT CORP** | | | | | | |
| F-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **FLEET** | | | | | | |
| 1 | 2 | 41 | 1 | 0 | 12 | 12 |
| 2 | 2 | 41 | 1 | 0 | 23 | 23 |
| 7 | 2 | 41 | 1 | 0 | 17 | 17 |
| 7-C | 2 | 41 | 1 | 0 | 1 | 1 |
| 8 | 3 | 41 | 1 | 0 | 1 | 1 |
| 9 | 2 | 41 | 1 | 0 | 2 | 2 |
| 10F | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **57** | **57** |
| **TOTAL** | | | | **0** | **57** | **57** |
| **FLEET** | | | | | | |
| 1 | 2 | 41 | 1 | 0 | 2 | 2 |
| 2 | 2 | 41 | 1 | 0 | 4 | 4 |
| FLEET 16B | 2 | 41 | 1 | 0 | 26 | 26 |
| FLEET 16B | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **33** | **33** |
| **TOTAL** | | | | **0** | **33** | **33** |
| **FLEETWINGS** | | | | | | |
| F401 | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **FLETCHER** | | | | | | |
| FD-25B | 1 | 41 | 1 | 0 | 1 | 1 |
| FU-24A | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **FLUG UND FAHRZEUGWERKE AG** | | | | | | |
| BUCKER BU-131B | 1 | 41 | 1 | 0 | 1 | 1 |
| BUECKER 133 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **FOCKE WULF** | | | | | | |
| 44J STIEGLITZ | 2 | 41 | 1 | 0 | 4 | 4 |
| TA-152 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **FOKKER** | | | | | | |
| D-VII | 1 | 41 | 1 | 0 | 3 | 3 |
| D-VII | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **FOKKER** | | | | | | |
| DR-1 TRI-PLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| E-III | 1 | 41 | 1 | 0 | 1 | 1 |
| S-11-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **9** | **9** |
| **TOTAL** | | | | **0** | **9** | **9** |
| **FORD** | | | | | | |
| 4-AT-B | 14 | 51 | 3 | 0 | 2 | 2 |
| 4-AT-E | 14 | 51 | 3 | 0 | 4 | 4 |
| 5-AT-B | 17 | 51 | 3 | 0 | 3 | 3 |
| 5-AT-C | 17 | 51 | 3 | 0 | 2 | 2 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **11** | **11** |
| **TOTAL** | | | | **0** | **11** | **11** |
| **FORNEY** | | | | | | |
| F-1 | 2 | 41 | 1 | 0 | 75 | 75 |
| F-1A | 2 | 41 | 1 | 0 | 15 | 15 |
| 415-C | 2 | 41 | 1 | 0 | 39 | 39 |
| 415-CD | 2 | 41 | 1 | 0 | 5 | 5 |
| 415-D | 2 | 41 | 1 | 0 | 5 | 5 |
| 415-E | 2 | 41 | 1 | 0 | 1 | 1 |
| E | 2 | 41 | 1 | 0 | 6 | 6 |
| G | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **148** | **148** |
| **TOTAL** | | | | **0** | **148** | **148** |
| **FOUND** | | | | | | |
| CENTENNIAL 100 | 6 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **FRANKLIN** | | | | | | |
| 90 | 2 | 41 | 1 | 0 | 4 | 4 |
| A | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **FUJI** | | | | | | |
| LM I | 2 | 41 | 1 | 0 | 6 | 6 |
| LM II | 2 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **9** | **9** |
| **TOTAL** | | | | **0** | **9** | **9** |
| **FUNK** | | | | | | |
| C | 2 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **FUNK** | | | | | | |
| B | 2 | 41 | 1 | 0 | 14 | 14 |
| B75L | 2 | 41 | 1 | 0 | 18 | 18 |
| B85C | 2 | 41 | 1 | 0 | 67 | 67 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **99** | **99** |
| **TOTAL** | | | | **0** | **99** | **99** |
| **GENERAL AIRCRAFT CO. LTD.** | | | | | | |
| GENAIRCO | 3 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **GENERAL AIRCRAFT CO. LTD.** | | | | | | |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **GENERAL AIRCRAFT CORP** | | | | | | |
| G1-80 | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 2 | 2 |
| TOTAL | | | | 0 | 2 | 2 |
| **GENERAL DYNAMICS CORP.** | | | | | | |
| 240 | 42 | 51 | 2 | 1 | 5 | 6 |
| 240-27 | 42 | 51 | 2 | 1 | 8 | 9 |
| T-29A | 42 | 51 | 2 | 0 | 1 | 1 |
| F/W MULTI REC. ENG | | 51 | | 2 | 14 | 16 |
| TOTAL | | | | 2 | 14 | 16 |
| **GLOBE** | | | | | | |
| GC-1A | 2 | 41 | 1 | 0 | 45 | 45 |
| GC-1B | 2 | 41 | 1 | 0 | 436 | 436 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 481 | 481 |
| TOTAL | | | | 0 | 481 | 481 |
| **GOLDEN EAGLE** | | | | | | |
| CHIEF | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **GOODYEAR** | | | | | | |
| FG1D | 3 | 41 | 1 | 0 | 9 | 9 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 9 | 9 |
| TOTAL | | | | 0 | 9 | 9 |
| **GRAY CHARLES B** | | | | | | |
| LONG EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **GREAT LAKES** | | | | | | |
| 2T-1A-2 | 2 | 41 | 1 | 0 | 122 | 122 |
| 2T-1 | 2 | 41 | 1 | 0 | 10 | 10 |
| 2T-1(MENASCO SPECIAL | 2 | 41 | 1 | 0 | 2 | 2 |
| 2T-1A | 2 | 41 | 1 | 0 | 40 | 40 |
| 2T-1A-1 | 2 | 41 | 1 | 0 | 7 | 7 |
| 2T-1E | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 183 | 183 |
| TOTAL | | | | 0 | 183 | 183 |
| **GRUMAN** | | | | | | |
| F6F-3 | 2 | 41 | 1 | 0 | 2 | 2 |
| FM-2 | 2 | 41 | 1 | 0 | 14 | 14 |
| AF-2S | 2 | 41 | 1 | | 3 | 3 |
| J2F6 | 2 | 41 | 1 | 0 | 6 | 6 |
| TBM-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| TBM-3 | 2 | 41 | 1 | 0 | 7 | 7 |
| TBM-3E | 2 | 41 | 1 | 0 | 30 | 30 |
| TBM-3U | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 16A | 8 | 51 | 2 | 0 | 1 | 1 |
| HU-16 | 5 | 51 | 2 | 0 | 31 | 31 |
| HU 16A | 8 | 51 | 2 | 0 | 2 | 2 |
| HU-16B | 8 | 51 | 2 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **GRUMAN** | | | | | | |
| HU-16D | 27 | 51 | 2 | 0 | 1 | 1 |
| HU 16E | 8 | 51 | 2 | 0 | 16 | 16 |
| F6F | 2 | 41 | 1 | 0 | 1 | 1 |
| F6F-5 | 2 | 41 | 1 | 0 | 5 | 5 |
| F7F-3 | 2 | 51 | 2 | 0 | 5 | 5 |
| F8F%G58B< | 2 | 41 | 1 | 0 | 1 | 1 |
| F8F-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| F8F-2 | 2 | 41 | 1 | 0 | 8 | 8 |
| S2F | 4 | 51 | 2 | 0 | 6 | 6 |
| S2F-1 | 4 | 51 | 2 | 0 | 9 | 9 |
| S-2B | 2 | 51 | 2 | 0 | 4 | 4 |
| S2F-1 (TS-2A) | 2 | 51 | 2 | 0 | 9 | 9 |
| TS-2A | 2 | 51 | 2 | 0 | 10 | 10 |
| G-21 | 8 | 51 | 2 | 0 | 1 | 1 |
| G-21A | 8 | 51 | 2 | 2 | 47 | 49 |
| JRF-4 | 8 | 51 | 2 | 0 | 1 | 1 |
| JRF-5 | 8 | 51 | 2 | 0 | 1 | 1 |
| G-44 | 5 | 51 | 2 | 1 | 56 | 57 |
| G-44A | 5 | 51 | 2 | 0 | 34 | 34 |
| SCAN TYPE 30 | 5 | 51 | 2 | 0 | 10 | 10 |
| G-73 | 12 | 51 | 2 | 11 | 18 | 29 |
| G-164 | 1 | 41 | 1 | 0 | 181 | 181 |
| G-164A | 1 | 41 | 1 | 0 | 223 | 223 |
| F6F-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| G-164A | 1 | 41 | 1 | 0 | 509 | 509 |
| G-164B | 1 | 41 | 1 | 0 | 379 | 379 |
| G-111 | 27 | 51 | 2 | 0 | 3 | 3 |
| C-1A | 9 | 51 | 2 | 0 | 3 | 3 |
| UF-2 | 27 | 51 | 2 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1,376** | **1,376** |
| **F/W MULTI REC. ENG** | | **51** | | **14** | **271** | **285** |
| **TOTAL** | | | | **14** | **1,647** | **1,661** |
| **GRUMMAN AMERICAN AVN. CORP.** | | | | | | |
| AA-1C | 2 | 41 | 1 | 0 | 147 | 147 |
| AA-1B | 2 | 41 | 1 | 0 | 365 | 365 |
| AA-5 | 4 | 41 | 1 | 0 | 317 | 317 |
| AA-5B | 4 | 41 | 1 | 0 | 723 | 723 |
| AA-5A | 4 | 41 | 1 | 1 | 469 | 470 |
| G-164 | 1 | 41 | 1 | 0 | 3 | 3 |
| G-164A | 1 | 41 | 1 | 0 | 3 | 3 |
| G-164B | 1 | 41 | 1 | 0 | 6 | 6 |
| GA-7 | 4 | 51 | 2 | 0 | 49 | 49 |
| **F/W S-ENG REC. ENG** | | **41** | | **1** | **2,033** | **2,034** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **49** | **49** |
| **TOTAL** | | | | **1** | **2,082** | **2,083** |
| **GRUMMAN/POND** | | | | | | |
| F6F-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| G-164D | 1 | 41 | 1 | 0 | 2 | 2 |
| F9F-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **GULFSTREAM AMERICAN CORP** | | | | | | |
| AA-5A | 4 | 41 | 1 | 0 | 129 | 129 |
| AA-5B | 4 | 41 | 1 | 0 | 246 | 246 |
| GULFSTREAM AM G-164B | 1 | 41 | 1 | 0 | 67 | 67 |
| GULFSTREAM AM G-164D | 1 | 41 | 1 | 0 | 8 | 8 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **450** | **450** |
| **TOTAL** | | | | **0** | **450** | **450** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **HAGGLUND U. SONER** | | | | | | |
| BUCKER BU-181 | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **HAMILTON** | | | | | | |
| T-28R-2 | 5 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **HAMILTON METALPLANE** | | | | | | |
| H47 | 7 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **HARLOW** | | | | | | |
| PJC-2 | 4 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **HARTMANN** | | | | | | |
| WELCH OW5M | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **HAWKER** | | | | | | |
| MK 11 SEA FURY | 1 | 41 | 1 | 0 | 4 | 4 |
| TEMPEST MK II | 1 | 41 | 1 | 0 | 1 | 1 |
| SEA FURY TMK 20 | 1 | 41 | 1 | 0 | 20 | 20 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **25** | **25** |
| **TOTAL** | | | | **0** | **25** | **25** |
| **HAWKER SIDDELEY** | | | | | | |
| HURRICANE MKIIB | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **HEATH AVIATION** | | | | | | |
| CNA-40 | 1 | 41 | 1 | 0 | 3 | 3 |
| LNB-4 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **HEINKEL** | | | | | | |
| HE-III | 5 | 51 | 2 | 0 | 2 | 2 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **HELIO** | | | | | | |
| H-391B | 4 | 41 | 1 | 0 | 21 | 21 |
| H-395 | 5 | 41 | 1 | 0 | 16 | 16 |
| H-395A | 5 | 41 | 1 | 0 | 1 | 1 |
| H-250 | 6 | 41 | 1 | 0 | 19 | 19 |
| H-295 | 6 | 41 | 1 | 0 | 71 | 71 |
| HT-295 | 6 | 41 | 1 | 0 | 17 | 17 |
| U-10A | 5 | 41 | 1 | 0 | 1 | 1 |
| USAF U-10B | 5 | 41 | 1 | 0 | 8 | 8 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **HELIO** | | | | | | |
| USAF U-10D | 6 | 41 | 1 | 0 | 3 | 3 |
| H-391 | 4 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **159** | **159** |
| **TOTAL** | | | | **0** | **159** | **159** |
| **HELTON** | | | | | | |
| LARK 95 | 1 | 41 | 1 | 0 | 7 | 7 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **7** | **7** |
| **TOTAL** | | | | **0** | **7** | **7** |
| **HIGGINSON** | | | | | | |
| MONOPLANE TH-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **HISPANO AVIACION** | | | | | | |
| A10B-37 | 1 | 41 | 1 | 0 | 1 | 1 |
| C4K(ME109) | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **HOWARD** | | | | | | |
| DGA-15P | 5 | 41 | 1 | 0 | 6 | 6 |
| DGA-4 | 5 | 41 | 1 | 0 | 1 | 1 |
| DGA-8 | 5 | 41 | 1 | 0 | 1 | 1 |
| DGA-11 | 5 | 41 | 1 | 0 | 5 | 5 |
| DGA-15J | 5 | 41 | 1 | 0 | 4 | 4 |
| DGA-15P | 5 | 41 | 1 | 0 | 82 | 82 |
| NH-1 | 5 | 41 | 1 | 0 | 1 | 1 |
| DGA-18K | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **101** | **101** |
| **TOTAL** | | | | **0** | **101** | **101** |
| **HUNTING AIRCRAFT LTD** | | | | | | |
| PEMBROKE MK 51 | 10 | 51 | 2 | 0 | 6 | 6 |
| P66 PEMBROKE | 14 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **7** | **7** |
| **TOTAL** | | | | **0** | **7** | **7** |
| **INLAND** | | | | | | |
| R400 | 2 | 41 | 1 | 0 | 1 | 1 |
| S300 | 2 | 41 | 1 | 0 | 1 | 1 |
| W500 | 2 | 41 | 1 | 0 | 3 | 3 |
| INLAND SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **INTERMOUNTAIN** | | | | | | |
| CALLAIR A-9 | 2 | 41 | 1 | 0 | 24 | 24 |
| CALLAIR A-9B | 2 | 41 | 1 | 0 | 3 | 3 |
| CALLAIR B-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **29** | **29** |
| **TOTAL** | | | | **0** | **29** | **29** |
| **INTERSTATE** | | | | | | |
| S-1A | 2 | 41 | 1 | 0 | 79 | 79 |
| S-1A-65F | 2 | 41 | 1 | 0 | 4 | 4 |

US REGISTERED CIVIL AIRCRAFT
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PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **INTERSTATE** | | | | | | |
| S-1A-85F | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1A-90F | 2 | 41 | 1 | 0 | 7 | 7 |
| S-1B1 | 2 | 41 | 1 | 0 | 22 | 22 |
| S-1B2 | 2 | 41 | 1 | 0 | 3 | 3 |
| L-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| L6 S1B1 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **118** | **118** |
| **TOTAL** | | | | **0** | **118** | **118** |
| **JAMIESON** | | | | | | |
| J-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| J-2-L1B | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **JOHNSON** | | | | | | |
| ROCKET 185 | 2 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **JUNKERS** | | | | | | |
| JU-52 | 20 | 51 | 3 | 0 | 2 | 2 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **KAISER** | | | | | | |
| F5 | 5 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **KEYSTONE AIRCRAFT** | | | | | | |
| K84 COMMUTER | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **KINNER** | | | | | | |
| PLAYBOY R. | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSTER B. | 2 | 41 | 1 | 0 | 3 | 3 |
| SPORTSTER B-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSTER K | 2 | 41 | 1 | 0 | 2 | 2 |
| SPORTWING B-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **KLEMM-FLUGZEUGE, GMBH** | | | | | | |
| 35D | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **LAIRD** | | | | | | |
| LC-B | 3 | 41 | 1 | 0 | 2 | 2 |
| LC-B-200 | 3 | 41 | 1 | 0 | 1 | 1 |
| LC-1B-300 | 2 | 41 | 1 | 0 | 1 | 1 |
| LC-DW500 | 1 | 41 | 1 | 0 | 1 | 1 |
| LAIRD SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1982

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **LAKE** | | | | | | |
| LA-4 | 4 | 41 | 1 | 0 | 85 | 85 |
| LA-4A | 4 | 41 | 1 | 0 | 1 | 1 |
| LA-4P | 4 | 41 | 1 | 0 | 1 | 1 |
| LA-4-200 | 4 | 41 | 1 | 0 | 118 | 118 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **205** | **205** |
| **TOTAL** | | | | **0** | **205** | **205** |
| **LANCASHIRE** | | | | | | |
| EP.9 PROSPECTOR | 6 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | 1 | 1 |
| **LARK** | | | | | | |
| 95 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **LINCOLN** | | | | | | |
| PT | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-K | 2 | 41 | 1 | 0 | 2 | 2 |
| PT-W | 2 | 41 | 1 | 0 | 1 | 1 |
| 1928 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **LOCKHEED** | | | | | | |
| B-34 | 10 | 51 | 2 | 0 | 2 | 2 |
| PV-1 | 10 | 51 | 2 | 0 | 15 | 15 |
| PV-2 | 10 | 51 | 2 | 0 | 35 | 35 |
| P2V-5 | 1 | 51 | 2 | 0 | 4 | 4 |
| P2V-5F | 1 | 51 | 2 | 0 | 8 | 8 |
| P2V-7 | 1 | 51 | 2 | 0 | 19 | 19 |
| P-38J | 1 | 51 | 2 | 0 | 1 | 1 |
| P-38L-5LD | 1 | 51 | 2 | 0 | 1 | 1 |
| P-38L | 1 | 51 | 2 | 0 | 5 | 5 |
| P-38L-5 | 1 | 51 | 2 | 0 | 2 | 2 |
| F-5G | 1 | 51 | 2 | 0 | 1 | 1 |
| VEGA 1 | 5 | 41 | 1 | 0 | 1 | 1 |
| VEGA 2D | 5 | 41 | 1 | 0 | 1 | 1 |
| VEGA 5C | 7 | 41 | 1 | 0 | 2 | 2 |
| ELECTRA 10-A | 12 | 51 | 2 | 0 | 4 | 4 |
| ELECTRA 10-E | 12 | 51 | 2 | 0 | 2 | 2 |
| 12A | 8 | 51 | 2 | 0 | 19 | 19 |
| 18 | 17 | 51 | 2 | 0 | 15 | 15 |
| LEARSTAR | 17 | 51 | 2 | 0 | 1 | 1 |
| 18-08 | 17 | 51 | 2 | 0 | 2 | 2 |
| 18-50 | 17 | 51 | 2 | 0 | 2 | 2 |
| 18-56 | 17 | 51 | 2 | 0 | 42 | 42 |
| 49-46 | 63 | 51 | 4 | 0 | 1 | 1 |
| 749-79 | 63 | 51 | 4 | 0 | 1 | 1 |
| C-121A | 63 | 51 | 4 | 0 | 1 | 1 |
| 749A-79 | 63 | 51 | 4 | 0 | 1 | 1 |
| 1049-53 | 112 | 51 | 4 | 0 | 1 | 1 |
| C-121C | 112 | 51 | 4 | 0 | 2 | 2 |
| 1049H | 112 | 51 | 4 | 0 | 3 | 3 |
| C-121J | 112 | 51 | 4 | 0 | 1 | 1 |
| C-121T | 112 | 51 | 4 | 0 | 2 | 2 |
| 1649A | 102 | 51 | 4 | 0 | 2 | 2 |
| 1649A-98 | 102 | 51 | 4 | 0 | 1 | 1 |
| QT-2 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **LOCKHEED** | | | | | | |
| YO-3A | 1 | 41 | 1 | 0 | 3 | 3 |
| SP-2H | 10 | 51 | 2 | 0 | 15 | 15 |
| 402-2 | 6 | 41 | 1 | 0 | 3 | 3 |
| P-38 | 1 | 51 | 2 | 0 | 1 | 1 |
| P-38 | 1 | 51 | 2 | 0 | 1 | 1 |
| YO-3A | 1 | 41 | 1 | 0 | 1 | 1 |
| P-38G | 2 | 51 | 2 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **12** | **12** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **214** | **214** |
| **TOTAL** | | | | **0** | **226** | **226** |
| **LUSCOMBE** | | | | | | |
| 8 | 2 | 41 | 1 | 0 | 15 | 15 |
| 8A | 2 | 41 | 1 | 0 | 1,181 | 1,181 |
| 8B | 2 | 41 | 1 | 0 | 17 | 17 |
| 8C | 2 | 41 | 1 | 0 | 47 | 47 |
| 8D | 2 | 41 | 1 | 0 | 17 | 17 |
| 8E | 2 | 41 | 1 | 0 | 429 | 429 |
| 8F | 2 | 41 | 1 | 0 | 148 | 148 |
| T-8F | 2 | 41 | 1 | 0 | 25 | 25 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1,879** | **1,879** |
| **TOTAL** | | | | **0** | **1,879** | **1,879** |
| **LUSCOMBE** | | | | | | |
| 11A | 4 | 41 | 1 | 0 | 27 | 27 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **27** | **27** |
| **TOTAL** | | | | **0** | **27** | **27** |
| **LUSCOMBE AIRPLANE CORP.** | | | | | | |
| PHANTOM 1 | 2 | 41 | 1 | 0 | 6 | 6 |
| 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **7** | **7** |
| **TOTAL** | | | | **0** | **7** | **7** |
| **MACCHI** | | | | | | |
| LASA 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| AL 60-B | 2 | 41 | 1 | 0 | 2 | 2 |
| AL60-F5 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **MAEL AIRCRAFT CORP** | | | | | | |
| BURNS BA-42 | 6 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MARTIN** | | | | | | |
| B-26CT | 15 | 51 | 2 | 0 | 1 | 1 |
| 202 | 42 | 51 | 2 | 0 | 1 | 1 |
| 404 | 52 | 51 | 2 | 19 | 12 | 31 |
| AM-1 MAULER | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **F/W MULTI REC. ENG** | | **51** | | **19** | **14** | **33** |
| **TOTAL** | | | | **19** | **15** | **34** |
| **MAULE** | | | | | | |
| BEE DEE M-4 | 4 | 41 | 1 | 0 | 6 | 6 |
| M-4 | 4 | 41 | 1 | 0 | 49 | 49 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **MAULE** | | | | | | |
| M-4C | 4 | 41 | 1 | 0 | 9 | 9 |
| BEE DEE M-4-210 | 4 | 41 | 1 | 0 | 7 | 7 |
| M-4-210 | 4 | 41 | 1 | 0 | 16 | 16 |
| M-4-210C | 4 | 41 | 1 | 0 | 57 | 57 |
| M-4-220C | 4 | 41 | 1 | 0 | 123 | 123 |
| M-4S | 4 | 41 | 1 | 0 | 2 | 2 |
| M-4-180C | 4 | 41 | 1 | 0 | 3 | 3 |
| M-5-220C | 4 | 41 | 1 | 0 | 36 | 36 |
| M-5-210C | 4 | 41 | 1 | 0 | 119 | 119 |
| M-5-235C | 4 | 41 | 1 | 0 | 246 | 246 |
| M-5-200 | 4 | 41 | 1 | 0 | 2 | 2 |
| M 6 180C | 4 | 41 | 1 | 0 | 1 | 1 |
| M-6-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| M-5-210TC | 4 | 41 | 1 | 0 | 6 | 6 |
| M-5-180C | 4 | 41 | 1 | 0 | 45 | 45 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **728** | **728** |
| **TOTAL** | | | | **0** | **728** | **728** |
| **MAULE AIR INC** | | | | | | |
| M-5-180C | 4 | 41 | 1 | 0 | 29 | 29 |
| M-5-235C | 4 | 41 | 1 | 0 | 7 | 7 |
| M-6-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| M-6-235 | 4 | 41 | 1 | 0 | 7 | 7 |
| MX-7-180 | 5 | 41 | 1 | 0 | 38 | 38 |
| MX-7-235 | 5 | 41 | 1 | 0 | 42 | 42 |
| M-7-235 | 4 | 41 | 1 | 0 | 23 | 23 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **147** | **147** |
| **TOTAL** | | | | **0** | **147** | **147** |
| **MAULE AIRCRAFT** | | | | | | |
| M-6-235 | 4 | 41 | 1 | 0 | 68 | 68 |
| M-7-235 | 4 | 41 | 1 | 0 | 14 | 14 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **82** | **82** |
| **TOTAL** | | | | **0** | **82** | **82** |
| **MCCLISH** | | | | | | |
| FUNK B | 2 | 41 | 1 | 0 | 4 | 4 |
| FUNK B75L | 2 | 41 | 1 | 0 | 6 | 6 |
| FUNK B85C | 2 | 41 | 1 | 0 | 39 | 39 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **49** | **49** |
| **TOTAL** | | | | **0** | **49** | **49** |
| **MCDANELD** | | | | | | |
| ROAMAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MCDONNELL DOUGLAS-TX TURBO JET** | | | | | | |
| C-47B | 32 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MERCURY** | | | | | | |
| S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MESSERSCHMITT** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **MESSERSCHMITT** | | | | | | |
| ME 108 TAIFUN | 4 | 41 | 1 | 0 | 4 | 4 |
| ME 109 C4K | 1 | 41 | 1 | 0 | 11 | 11 |
| ME 109 G | 1 | 41 | 1 | 0 | 3 | 3 |
| BO 209 MONSUN | 1 | 41 | 1 | 0 | 9 | 9 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **27** | **27** |
| **TOTAL** | | | | **0** | **27** | **27** |
| **MEYERS** | | | | | | |
| MAC-145 | 2 | 41 | 1 | 0 | 16 | 16 |
| OTW | 2 | 41 | 1 | 0 | 22 | 22 |
| OTW-145 | 2 | 41 | 1 | 0 | 11 | 11 |
| OTW-160 | 2 | 41 | 1 | 0 | 18 | 18 |
| 200A | 4 | 41 | 1 | 0 | 9 | 9 |
| 200B | 4 | 41 | 1 | 0 | 13 | 13 |
| 200C | 4 | 41 | 1 | 0 | 7 | 7 |
| 200D | 4 | 41 | 1 | 0 | 4 | 4 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **100** | **100** |
| **TOTAL** | | | | **0** | **100** | **100** |
| **MILLER,P.D.** | | | | | | |
| Y-1S | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MITSUBISHI** | | | | | | |
| A6M2-21 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MONO-AIRCRAFT** | | | | | | |
| MONOSPORT 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| 90 | 2 | 41 | 1 | 0 | 11 | 11 |
| 90A | 2 | 41 | 1 | 0 | 44 | 44 |
| 90AF | 2 | 41 | 1 | 0 | 7 | 7 |
| 90AL-115 | 2 | 41 | 1 | 0 | 8 | 8 |
| 90AW | 2 | 41 | 1 | 0 | 2 | 2 |
| 110 | 2 | 41 | 1 | 0 | 12 | 12 |
| 110 SPECIAL | 2 | 41 | 1 | 0 | 6 | 6 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **91** | **91** |
| **TOTAL** | | | | **0** | **91** | **91** |
| **MONOCOUPE** | | | | | | |
| 70 | 2 | 41 | 1 | 0 | 3 | 3 |
| 113 | 2 | 41 | 1 | 0 | 3 | 3 |
| 125 | 2 | 41 | 1 | 0 | 1 | 1 |
| D145 | 2 | 41 | 1 | 0 | 3 | 3 |
| MONOPREP | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **11** | **11** |
| **TOTAL** | | | | **0** | **11** | **11** |
| **MOONEY** | | | | | | |
| M-18C | 1 | 41 | 1 | 0 | 74 | 74 |
| M-18C 55 | 1 | 41 | 1 | 0 | 14 | 14 |
| M-18L | 1 | 41 | 1 | 0 | 41 | 41 |
| M-18LA | 1 | 41 | 1 | 0 | 20 | 20 |
| M20A | 4 | 41 | 1 | 0 | 203 | 203 |
| M20B | 4 | 41 | 1 | 0 | 137 | 137 |
| M20C | 4 | 41 | 1 | 0 | 1,608 | 1,608 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **MOONEY** | | | | | | |
| M20D | 4 | 41 | 1 | 0 | 122 | 122 |
| M20E | 4 | 41 | 1 | 0 | 1,078 | 1,078 |
| M20F | 4 | 41 | 1 | 0 | 894 | 894 |
| M-20G | 4 | 41 | 1 | 0 | 150 | 150 |
| M20J | 4 | 41 | 1 | 0 | 1,367 | 1,367 |
| M22 | 5 | 41 | 1 | 0 | 16 | 16 |
| 201 | 4 | 41 | 1 | 0 | 5 | 5 |
| A-2A | 2 | 41 | 1 | 0 | 5 | 5 |
| M10 | 2 | 41 | 1 | 0 | 49 | 49 |
| M20S | 4 | 41 | 1 | 0 | 1 | 1 |
| M20 | 4 | 41 | 1 | 0 | 89 | 89 |
| M20K | 4 | 41 | 1 | 0 | 888 | 888 |
| M-18 | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 6,762 | 6,762 |
| TOTAL | | | | 0 | 6,762 | 6,762 |
| **MORAME-SAULNIER** | | | | | | |
| FIESELER FI-156D | 4 | 41 | 1 | 0 | 4 | 4 |
| MS893E | 4 | 41 | 1 | 0 | 1 | 1 |
| 130 ET 2 | 4 | 41 | 1 | 0 | 1 | 1 |
| 733 | 3 | 41 | 1 | 0 | 1 | 1 |
| MS880B | 3 | 41 | 1 | 0 | 1 | 1 |
| FIESELER FI-156C | 4 | 41 | 1 | 0 | 3 | 3 |
| 230 | 2 | 41 | 1 | 0 | 1 | 1 |
| 505 | 2 | 41 | 1 | 0 | 2 | 2 |
| 317 | 2 | 41 | 1 | 0 | 2 | 2 |
| N | 1 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 17 | 17 |
| TOTAL | | | | 0 | 17 | 17 |
| **MORAVAN** | | | | | | |
| ZLIN Z526A | 1 | 41 | 1 | 0 | 1 | 1 |
| ZLIN 526F | 2 | 41 | 1 | 0 | 9 | 9 |
| ZLIN 526 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZLIN-Z326 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 13 | 13 |
| TOTAL | | | | 0 | 13 | 13 |
| **MORRISEY** | | | | | | |
| 2150 | 2 | 41 | 1 | 0 | 8 | 8 |
| 2150A | 2 | 41 | 1 | 0 | 26 | 26 |
| 2000C | 2 | 41 | 1 | 0 | 1 | 1 |
| 2150-A | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 36 | 36 |
| TOTAL | | | | 0 | 36 | 36 |
| **MOTH** | | | | | | |
| 60-GM | 2 | 41 | 1 | 0 | 5 | 5 |
| 60-GMW | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 6 | 6 |
| TOTAL | | | | 0 | 6 | 6 |
| **MURRAYAIR** | | | | | | |
| MA-1 | 1 | 41 | 1 | 0 | 11 | 11 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 11 | 11 |
| TOTAL | | | | 0 | 11 | 11 |
| **NARDI** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **NARDI** | | | | | | |
| FN-333 | 4 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **NAVAL AIRCRAFT FACTORY** | | | | | | |
| N3N-3 | 2 | 41 | 1 | 0 | 131 | 131 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **131** | **131** |
| **TOTAL** | | | | **0** | **131** | **131** |
| **NAVION** | | | | | | |
| A | 5 | 41 | 1 | 0 | 152 | 152 |
| L-17A | 5 | 41 | 1 | 0 | 5 | 5 |
| L-V7B | 5 | 41 | 1 | 0 | 3 | 3 |
| L-17C | 5 | 41 | 1 | 0 | 2 | 2 |
| B | 5 | 41 | 1 | 0 | 55 | 55 |
| D | 5 | 41 | 1 | 0 | 8 | 8 |
| E | 5 | 41 | 1 | 0 | 1 | 1 |
| F | 5 | 41 | 1 | 0 | 5 | 5 |
| G | 5 | 41 | 1 | 0 | 73 | 73 |
| H | 5 | 41 | 1 | 0 | 38 | 38 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **342** | **342** |
| **TOTAL** | | | | **0** | **342** | **342** |
| **NEW ZEALAND AEROSPACE IND. INC** | | | | | | |
| FU24-954 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **NICHOLAS BEAZLEY** | | | | | | |
| ONE | 2 | 41 | 1 | 0 | 1 | 1 |
| NB-8G | 2 | 41 | 1 | 0 | 3 | 3 |
| NB-3G | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **NIEUPORT** | | | | | | |
| 24 BIS | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **NIEUPORT** | | | | | | |
| NIEUPORT 28C-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **NIEUPORT 28** | | | | | | |
| 28 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **NOORDUYN** | | | | | | |
| UC-64A | 9 | 41 | 1 | 0 | 6 | 6 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| 1002 | 4 | 41 | 1 | 0 | 8 | 8 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **NORD** | | | | | | |
| 1101 | 4 | 41 | 1 | 0 | 8 | 8 |
| STAMPE SV4C | 2 | 41 | 1 | 0 | 44 | 44 |
| STAMPE SV-4B | 2 | 41 | 1 | 0 | 1 | 1 |
| 3202 | 2 | 41 | 1 | 0 | 26 | 26 |
| NC854 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **88** | **88** |
| **TOTAL** | | | | **0** | **88** | **88** |
| **NORTH AMERICAN** | | | | | | |
| NAVION | 5 | 41 | 1 | 0 | 307 | 307 |
| NAVION A | 5 | 41 | 1 | 0 | 56 | 56 |
| NAVION L-17A | 5 | 41 | 1 | 0 | 2 | 2 |
| NAVION L-17B | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION B | 5 | 41 | 1 | 0 | 5 | 5 |
| NAVION D | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION G | 5 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **374** | **374** |
| **TOTAL** | | | | **0** | **374** | **374** |
| **NORTH AMERICAN** | | | | | | |
| A36A | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-6 | 2 | 41 | 1 | 0 | 31 | 31 |
| SNJ-2 | 2 | 41 | 1 | 0 | 11 | 11 |
| AT-6A | 2 | 41 | 1 | 0 | 22 | 22 |
| HARVARD II B | 2 | 41 | 1 | 0 | 2 | 2 |
| AT-6B | 2 | 41 | 1 | 0 | 3 | 3 |
| AT-6C | 2 | 41 | 1 | 0 | 29 | 29 |
| SNJ-4 | 2 | 41 | 1 | 0 | 33 | 33 |
| AT-6D | 2 | 41 | 1 | 0 | 76 | 76 |
| SNJ-5C | 2 | 41 | 1 | 0 | 4 | 4 |
| SNJ-5 | 2 | 41 | 1 | 0 | 115 | 115 |
| SNJ-5B | 2 | 41 | 1 | 0 | 5 | 5 |
| AT-6F | 2 | 41 | 1 | 0 | 25 | 25 |
| SNJ-6 | 2 | 41 | 1 | 0 | 31 | 31 |
| SNJ-6B | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-7 | 2 | 41 | 1 | 0 | 3 | 3 |
| BRITISH HARVARD | 2 | 41 | 1 | 0 | 3 | 3 |
| HARVARD 4 | 2 | 41 | 1 | 0 | 9 | 9 |
| HARVARD MK IV | 2 | 41 | 1 | 0 | 2 | 2 |
| T-6G | 2 | 41 | 1 | 0 | 90 | 90 |
| AT-6G | 2 | 41 | 1 | 0 | 39 | 39 |
| HARVARD 2 | 2 | 41 | 1 | 0 | 3 | 3 |
| HARVARD MKII | 2 | 41 | 1 | 0 | 3 | 3 |
| NA-64 | 2 | 41 | 1 | 0 | 10 | 10 |
| RB-25 | 6 | 51 | 2 | 0 | 2 | 2 |
| B-25C | 6 | 51 | 2 | 0 | 2 | 2 |
| B-25D | 6 | 51 | 2 | 0 | 1 | 1 |
| B-25H | 6 | 51 | 2 | 0 | 2 | 2 |
| B-25J | 6 | 51 | 2 | 0 | 14 | 14 |
| B-25J-32-NC | 6 | 51 | 2 | 0 | 1 | 1 |
| B-25N | 6 | 51 | 2 | 0 | 9 | 9 |
| TB-25N | 6 | 51 | 2 | 0 | 22 | 22 |
| TB-25J | 6 | 51 | 2 | 0 | 2 | 2 |
| F82B | 2 | 51 | 2 | 0 | 1 | 1 |
| O47A | 1 | 41 | 1 | 0 | 1 | 1 |
| O47B | 1 | 41 | 1 | 0 | 2 | 2 |
| XP-51 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51C | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D | 1 | 41 | 1 | 0 | 88 | 88 |
| P-51A | 1 | 41 | 1 | 0 | 2 | 2 |
| P-51K | 1 | 41 | 1 | 0 | 1 | 1 |
| F-51 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **NORTH AMERICAN** | | | | | | |
| F-51D | 1 | 41 | 1 | 0 | 58 | 58 |
| F-51-H-5-NA | 1 | 41 | 1 | 0 | 2 | 2 |
| P-64 | 1 | 41 | 1 | 0 | 1 | 1 |
| NOMAD NA-260 | 2 | 41 | 1 | 0 | 2 | 2 |
| T-28B | 2 | 41 | 1 | 0 | 82 | 82 |
| T-28C | 2 | 41 | 1 | 0 | 38 | 38 |
| T-28D | 2 | 41 | 1 | 0 | 7 | 7 |
| T-6G | 2 | 41 | 1 | 0 | 13 | 13 |
| T-6D | 2 | 41 | 1 | 0 | 6 | 6 |
| SNJ-4 | 2 | 41 | 1 | 0 | 4 | 4 |
| T-6G | 2 | 41 | 1 | 0 | 2 | 2 |
| AT-6A | 2 | 41 | 1 | 0 | 1 | 1 |
| T-6G | 2 | 41 | 1 | 0 | 2 | 2 |
| P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28C | 2 | 41 | 1 | 0 | 4 | 4 |
| T-28A | 2 | 41 | 1 | 0 | 2 | 2 |
| A-36A | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-6A | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-4 | 2 | 41 | 1 | 0 | 6 | 6 |
| SNJ-5 | 2 | 41 | 1 | 0 | 6 | 6 |
| P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51A | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51C | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28C | 2 | 41 | 1 | 0 | 67 | 67 |
| F-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **959** | **959** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **56** | **56** |
| **TOTAL** | | | | **0** | **1,015** | **1,015** |
| **NORTHROP** | | | | | | |
| DELTA 1D | 5 | 41 | 1 | 0 | 1 | 1 |
| P-61 | 3 | 51 | 2 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **NORTHWESTERN** | | | | | | |
| PORTERFIELD 35 | 2 | 41 | 1 | 0 | 2 | 2 |
| PORTERFIELD 35-70 | 2 | 41 | 1 | 0 | 3 | 3 |
| PORTERFIELD CP-65 | 2 | 41 | 1 | 0 | 4 | 4 |
| PORTERFIELD LP-65 | 2 | 41 | 1 | 0 | 5 | 5 |
| PORTERFIELD 75C | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **15** | **15** |
| **TOTAL** | | | | **0** | **15** | **15** |
| **P Z L -WARSZAWA-CNPSL** | | | | | | |
| PZL-104 WILGA 35A | 4 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **PARAMOUNT** | | | | | | |
| CABINAIRE | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PARKS** | | | | | | |
| P-1-T | 3 | 41 | 1 | 0 | 1 | 1 |
| P-2-A | 3 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PARKS** | | | | | | |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **PARTENAVIA** | | | | | | |
| P.68C | 7 | 51 | 2 | 0 | 30 | 30 |
| P68-TC OBSERVER | 7 | 51 | 2 | 0 | 1 | 1 |
| P 68 C/TC | 7 | 51 | 2 | 0 | 9 | 9 |
| P68 | 6 | 51 | 2 | 0 | 2 | 2 |
| P 68 OBSERVER | 7 | 51 | 2 | 0 | 7 | 7 |
| P68B | 6 | 51 | 2 | 0 | 4 | 4 |
| P66C | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **53** | **53** |
| **TOTAL** | | | | **0** | **54** | **54** |
| **PASPED** | | | | | | |
| SKYLARK W1 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PERCIVAL AIRCRAFT LTD** | | | | | | |
| PRINCE P50 SERIES 2A | 2 | 51 | 2 | 0 | 1 | 1 |
| P-56 PROVOST T.MK.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-40 PRENTICE SER. 1 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **PERTH AMBOY** | | | | | | |
| BIRD A | 3 | 41 | 1 | 0 | 1 | 1 |
| BIRD BK | 3 | 41 | 1 | 0 | 6 | 6 |
| BIRD CK | 3 | 41 | 1 | 0 | 4 | 4 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **11** | **11** |
| **TOTAL** | | | | **0** | **11** | **11** |
| **PFEIFER-SOPWITH** | | | | | | |
| PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PHEASANT** | | | | | | |
| H-10 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PHILLIPS AVIATION CO.** | | | | | | |
| CT-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PIAGGIO** | | | | | | |
| P.136-L | 5 | 51 | 2 | 0 | 1 | 1 |
| P.136-L1 | 5 | 51 | 2 | 0 | 7 | 7 |
| P.136-L2 | 5 | 51 | 2 | 0 | 4 | 4 |
| P-149D | 5 | 41 | 1 | 0 | 5 | 5 |
| P.166 | 8 | 51 | 2 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **15** | **15** |
| **TOTAL** | | | | **0** | **20** | **20** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PIEL EMERAUDE** | | | | | | |
| CP-305 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PIGMAN REED** | | | | | | |
| REARWIN 8135 | 2 | 41 | 1 | 0 | 4 | 4 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **PILATUS** | | | | | | |
| PC-6 | 8 | 41 | 1 | 0 | 2 | 2 |
| PC-6/350 | 8 | 41 | 1 | 0 | 2 | 2 |
| PC-6/350-H2 | 8 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **PILATUS BRITTEN-NORMAN LIMITED** | | | | | | |
| BN-2B-27 | 10 | 51 | 2 | 0 | 2 | 2 |
| BN-2B-21 | 10 | 51 | 2 | 0 | 2 | 2 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **PINE AIR** | | | | | | |
| SUPER V | 4 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PIPER** | | | | | | |
| AE-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| E-2 | 2 | 41 | 1 | 0 | 20 | 20 |
| F-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-2 | 2 | 41 | 1 | 0 | 60 | 60 |
| J-3 | 2 | 41 | 1 | 0 | 101 | 101 |
| J-3C | 2 | 41 | 1 | 0 | 51 | 51 |
| J3C-50 | 2 | 41 | 1 | 0 | 4 | 4 |
| J3C-50S | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65 | 2 | 41 | 1 | 0 | 3,293 | 3,293 |
| L-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-4A | 2 | 41 | 1 | 0 | 2 | 2 |
| L-4B | 2 | 41 | 1 | 0 | 3 | 3 |
| L-4H | 2 | 41 | 1 | 0 | 2 | 2 |
| J3C-115 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-75S | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-90-8F | 2 | 41 | 1 | 0 | 1 | 1 |
| L-4J | 2 | 41 | 1 | 0 | 9 | 9 |
| J3C-90 | 2 | 41 | 1 | 0 | 4 | 4 |
| NE-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-85 | 2 | 41 | 1 | 0 | 31 | 31 |
| J3C-65S | 2 | 41 | 1 | 0 | 25 | 25 |
| J3C-75 | 2 | 41 | 1 | 0 | 11 | 11 |
| J3F-50 | 2 | 41 | 1 | 0 | 15 | 15 |
| J3F-60 | 2 | 41 | 1 | 0 | 15 | 15 |
| J3F-65 | 2 | 41 | 1 | 0 | 139 | 139 |
| J3F-90 | 2 | 41 | 1 | 0 | 2 | 2 |
| J3L | 2 | 41 | 1 | 0 | 16 | 16 |
| J3L-65 | 2 | 41 | 1 | 0 | 203 | 203 |
| J3L-65S | 2 | 41 | 1 | 0 | 1 | 1 |
| J3P | 2 | 41 | 1 | 0 | 2 | 2 |
| J4 | 2 | 41 | 1 | 0 | 17 | 17 |
| J4A | 2 | 41 | 1 | 0 | 157 | 157 |
| J4A-S | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PIPER** | | | | | | |
| J4B | 2 | 41 | 1 | 0 | 2 | 2 |
| J4E | 2 | 41 | 1 | 0 | 55 | 55 |
| J4F | 2 | 41 | 1 | 0 | 11 | 11 |
| J5A | 3 | 41 | 1 | 0 | 323 | 323 |
| J5A-80 | 3 | 41 | 1 | 0 | 2 | 2 |
| J5B | 3 | 41 | 1 | 0 | 7 | 7 |
| J5C | 3 | 41 | 1 | 0 | 22 | 22 |
| PT1 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-14 | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-11 | 2 | 41 | 1 | 0 | 434 | 434 |
| PA-11S | 2 | 41 | 1 | 0 | 6 | 6 |
| PA-12 | 3 | 41 | 1 | 0 | 1,355 | 1,355 |
| PA-12S | 3 | 41 | 1 | 0 | 4 | 4 |
| PA-14 | 4 | 41 | 1 | 0 | 106 | 106 |
| PA-15 | 2 | 41 | 1 | 0 | 190 | 190 |
| PA-16 | 4 | 41 | 1 | 0 | 369 | 369 |
| PA-17 | 2 | 41 | 1 | 0 | 110 | 110 |
| PA-18 | 2 | 41 | 1 | 0 | 516 | 516 |
| PA-18A | 2 | 41 | 1 | 0 | 144 | 144 |
| PA-18S | 2 | 41 | 1 | 0 | 7 | 7 |
| PA-18-105 SPECIAL | 2 | 41 | 1 | 0 | 106 | 106 |
| PA-18 105 | 2 | 41 | 1 | 0 | 46 | 46 |
| PA-18-125 | 2 | 41 | 1 | 0 | 107 | 107 |
| L-21 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-21A | 2 | 41 | 1 | 0 | 10 | 10 |
| L-21B | 2 | 41 | 1 | 0 | 40 | 40 |
| PA-18AS-125 | 2 | 41 | 1 | 0 | 6 | 6 |
| PA-18S-125 | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-18-135 | 2 | 41 | 1 | 0 | 206 | 206 |
| PA-18A-135 | 2 | 41 | 1 | 0 | 49 | 49 |
| PA-18AS-135 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18S-135 | 2 | 41 | 1 | 0 | 2 | 2 |
| PA-18-150 | 2 | 41 | 1 | 0 | 1,939 | 1,939 |
| PA-18AS-150 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18S-150 | 2 | 41 | 1 | 0 | 6 | 6 |
| PA-18A RESTRICTED | 1 | 41 | 1 | 0 | 4 | 4 |
| PA-18A-135RESTRICTED | 1 | 41 | 1 | 0 | 1 | 1 |
| PA-18A 150 | 1 | 41 | 1 | 0 | 375 | 375 |
| PA-18-150 RESTRICTED | 1 | 41 | 1 | 0 | 29 | 29 |
| PA-19 | 2 | 41 | 1 | 0 | 10 | 10 |
| L-18C | 2 | 41 | 1 | 0 | 13 | 13 |
| PA-20 | 4 | 41 | 1 | 0 | 396 | 396 |
| PA-20S | 3 | 41 | 1 | 0 | 5 | 5 |
| PA-20-115 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-20-135 | 4 | 41 | 1 | 0 | 56 | 56 |
| PA-20S-135 | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-20-150 | 4 | 41 | 1 | 0 | 4 | 4 |
| PA-22 | 4 | 41 | 1 | 0 | 504 | 504 |
| PA-22-108 | 2 | 41 | 1 | 0 | 937 | 937 |
| PA-22-135 | 4 | 41 | 1 | 0 | 728 | 728 |
| PA-22S-135 | 3 | 41 | 1 | 0 | 6 | 6 |
| PA-22-150 | 4 | 41 | 1 | 0 | 1,937 | 1,937 |
| PA-22S-150 | 3 | 41 | 1 | 0 | 14 | 14 |
| PA-22-160 | 4 | 41 | 1 | 0 | 677 | 677 |
| PA-22S-160 | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-23 | 5 | 51 | 2 | 3 | 445 | 448 |
| PA-23-150 | 5 | 51 | 2 | 0 | 122 | 122 |
| PA-23-160 | 5 | 51 | 2 | 1 | 424 | 425 |
| PA-23-180 | 5 | 51 | 2 | 0 | 2 | 2 |
| PA-23-235 | 5 | 51 | 2 | 0 | 47 | 47 |
| PA-23-250 | 6 | 51 | 2 | 6 | 2,288 | 2,294 |
| PA-E23-250 | 6 | 51 | 2 | 0 | 3 | 3 |
| UO-1 | 6 | 51 | 2 | 0 | 2 | 2 |
| PA-24 | 4 | 41 | 1 | 0 | 483 | 483 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PIPER** | | | | | | |
| PA-24-180 | 4 | 41 | 1 | 0 | 278 | 278 |
| PA-24-250 | 4 | 41 | 1 | 0 | 1,607 | 1,607 |
| PA-24-260 | 4 | 41 | 1 | 0 | 715 | 715 |
| PA-24-400 | 4 | 41 | 1 | 0 | 99 | 99 |
| PA-25 | 1 | 41 | 1 | 0 | 152 | 152 |
| PA-25-235 | 1 | 41 | 1 | 0 | 848 | 848 |
| PA-25-260 | 1 | 41 | 1 | 0 | 136 | 136 |
| PA-28 | 2 | 41 | 1 | 0 | 177 | 177 |
| PA-28-140 | 2 | 41 | 1 | 0 | 6,025 | 6,025 |
| PA-28-161 | 4 | 41 | 1 | 0 | 2,138 | 2,138 |
| PA-28-150 | 4 | 41 | 1 | 0 | 188 | 188 |
| PA28-151 | 4 | 41 | 1 | 0 | 1,270 | 1,270 |
| PA-28-160 | 4 | 41 | 1 | 0 | 363 | 363 |
| PA-28-181 | 4 | 41 | 1 | 0 | 2,342 | 2,342 |
| PA-28-180 | 4 | 41 | 1 | 0 | 4,241 | 4,241 |
| PA-28-R-180 | 4 | 41 | 1 | 0 | 734 | 734 |
| PA-28-235 | 4 | 41 | 1 | 0 | 1,048 | 1,048 |
| PA-28R-200 | 4 | 41 | 1 | 0 | 1,635 | 1,635 |
| PA-28R-201T | 4 | 41 | 1 | 0 | 565 | 565 |
| PA-28S-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-28-236 | 4 | 41 | 1 | 0 | 511 | 511 |
| PA-28R-201 | 4 | 41 | 1 | 0 | 342 | 342 |
| PA-28RT-201T | 4 | 41 | 1 | 0 | 426 | 426 |
| PA-28RT-201 | 4 | 41 | 1 | 0 | 270 | 270 |
| PA-28-201T | 4 | 41 | 1 | 0 | 81 | 81 |
| PA-28R-300 | 4 | 41 | 1 | 0 | 1 | 1 |
| PA-30 | 4 | 51 | 2 | 0 | 1,167 | 1,167 |
| PA-31 | 6 | 51 | 2 | 26 | 468 | 494 |
| PA-31-310 | 8 | 51 | 2 | 1 | 7 | 8 |
| PA-31-300 | 6 | 51 | 2 | 0 | 5 | 5 |
| PA-31-325 | 8 | 51 | 2 | 5 | 273 | 278 |
| PA-31-350 | 8 | 51 | 2 | 40 | 870 | 910 |
| PA 31P 350 | 8 | 51 | 2 | 0 | 35 | 35 |
| PA-31P | 6 | 51 | 2 | 0 | 133 | 133 |
| PA-32-260 | 6 | 41 | 1 | 0 | 905 | 905 |
| PA-32-301 | 7 | 41 | 1 | 0 | 212 | 212 |
| PA-32-301T | 7 | 41 | 1 | 1 | 89 | 90 |
| PA-32-300T | 7 | 41 | 1 | 0 | 1 | 1 |
| PA-32-300 | 6 | 41 | 1 | 0 | 1,315 | 1,315 |
| PA-32R-300 | 7 | 41 | 1 | 1 | 701 | 702 |
| PA-32S-300 | 7 | 41 | 1 | 0 | 5 | 5 |
| PA-32RT-300 | 7 | 41 | 1 | 0 | 275 | 275 |
| PA-32RT-300T | 7 | 41 | 1 | 0 | 310 | 310 |
| PA-32R-301 | 7 | 41 | 1 | 0 | 252 | 252 |
| PA-32R-301T | 7 | 41 | 1 | 0 | 261 | 261 |
| PA-32RT-301T | 7 | 41 | 1 | 0 | 13 | 13 |
| PA-34 | 6 | 51 | 2 | 0 | 7 | 7 |
| PA-34-200 | 7 | 51 | 2 | 2 | 438 | 440 |
| PA-34-200T | 7 | 51 | 2 | 9 | 1,187 | 1,196 |
| PA-34-220T | 7 | 51 | 2 | 2 | 304 | 306 |
| PA-36-285 | 1 | 41 | 1 | 0 | 144 | 144 |
| PA-36-300 | 1 | 41 | 1 | 0 | 107 | 107 |
| PA-36-375 | 1 | 41 | 1 | 0 | 83 | 83 |
| PA-38-112 | 2 | 41 | 1 | 9 | 1,305 | 1,314 |
| PA-39 | 6 | 51 | 2 | 0 | 81 | 81 |
| PA-44-180 | 4 | 51 | 2 | 1 | 251 | 252 |
| PA-44-180T | 4 | 51 | 2 | 0 | 56 | 56 |
| PA-46-310P | 6 | 41 | 1 | 0 | 298 | 298 |
| PA-46-310 | 6 | 41 | 1 | 0 | 3 | 3 |
| AEROSTAR 600 | 6 | 51 | 2 | 0 | 72 | 72 |
| AEROSTAR 601 | 6 | 51 | 2 | 0 | 19 | 19 |
| AEROSTAR 601P | 6 | 51 | 2 | 0 | 183 | 183 |
| AEROSTAR 602P | 6 | 51 | 2 | 0 | 42 | 42 |
| PA-60-602P | 6 | 51 | 2 | 1 | 43 | 44 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PIPER** | | | | | | |
| PA-60-700P | 6 | 51 | 2 | 0 | 23 | 23 |
| J-4A | 2 | 41 | 1 | 0 | 2 | 2 |
| J-3 | 2 | 41 | 1 | 0 | 2 | 2 |
| FLAIG PIPER | 2 | 41 | 1 | 0 | 1 | 1 |
| J3 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3C-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65 | 2 | 41 | 1 | 0 | 1 | |
| PA-18 SUPER CUB | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3C | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **11** | **49,046** | **49,057** |
| **F/W MULTI REC. ENG** | | **51** | | **97** | **8,997** | **9,094** |
| **TOTAL** | | | | **108** | **58,043** | **58,151** |
| **PIRTLE** | | | | | | |
| JOHNSON ROCKET 185 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PITCAIRN** | | | | | | |
| PA-4 | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-5 | 3 | 41 | 1 | 0 | 4 | 4 |
| PA-6 | 3 | 41 | 1 | 0 | 2 | 2 |
| PA-7 | 3 | 41 | 1 | 0 | 2 | 2 |
| PA-7S | 3 | 41 | 1 | 0 | 1 | 1 |
| PA8 | 1 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **12** | **12** |
| **TOTAL** | | | | **0** | **12** | **12** |
| **PITTS** | | | | | | |
| PITTS S-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| S-2A | 2 | 41 | 1 | 0 | 18 | 18 |
| S-1S | 1 | 41 | 1 | 0 | 4 | 4 |
| S-1T | 1 | 41 | 1 | 0 | 17 | 17 |
| S-2B | 2 | 41 | 1 | 0 | 34 | 34 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **75** | **75** |
| **TOTAL** | | | | **0** | **75** | **75** |
| **POBEREZNY** | | | | | | |
| PITTS P-7 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PORTERFIELD** | | | | | | |
| 35 | 2 | 41 | 1 | 0 | 2 | 2 |
| 35-70 | 2 | 41 | 1 | 0 | 11 | 11 |
| 35W | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-40 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-50 | 2 | 41 | 1 | 0 | 9 | 9 |
| CP-55 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-65 | 2 | 41 | 1 | 0 | 24 | 24 |
| FP-65 | 2 | 41 | 1 | 0 | 9 | 9 |
| LP-65 | 2 | 41 | 1 | 0 | 24 | 24 |
| 75C | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-65 | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **87** | **87** |
| **TOTAL** | | | | **0** | **87** | **87** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **POST AIRCRAFT CORP WILEY** | | | | | | |
| A | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **RAWDON** | | | | | | |
| T1 | 2 | 41 | 1 | 0 | 14 | 14 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **14** | **14** |
| **TOTAL** | | | | **0** | **14** | **14** |
| **RCKWELL INT'L-AG AERO DISTRIB.** | | | | | | |
| S-2R | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **REARWIN** | | | | | | |
| 175 | 2 | 41 | 1 | 0 | 10 | 10 |
| 180 | 2 | 41 | 1 | 0 | 2 | 2 |
| 180F | 2 | 41 | 1 | 0 | 2 | 2 |
| 185 | 2 | 41 | 1 | 0 | 7 | 7 |
| 190F | 2 | 41 | 1 | 0 | 1 | 1 |
| 6000M | 2 | 41 | 1 | 0 | 2 | 2 |
| 7000 | 2 | 41 | 1 | 0 | 8 | 8 |
| 8500 | 2 | 41 | 1 | 0 | 5 | 5 |
| 8500 DELUXE | 2 | 41 | 1 | 0 | 2 | 2 |
| 9000-KR | 2 | 41 | 1 | 0 | 4 | 4 |
| 9000-L | 2 | 41 | 1 | 0 | 4 | 4 |
| 9000-L DELUXE | 2 | 41 | 1 | 0 | 2 | 2 |
| 9000 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **50** | **50** |
| **TOTAL** | | | | **0** | **50** | **50** |
| **REARWIN** | | | | | | |
| 8090 | 2 | 41 | 1 | 0 | 1 | 1 |
| 8125 | 2 | 41 | 1 | 0 | 4 | 4 |
| 8135 | 2 | 41 | 1 | 0 | 16 | 16 |
| 8135T | 2 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **26** | **26** |
| **TOTAL** | | | | **0** | **26** | **26** |
| **REIMS** | | | | | | |
| CESSNA F150G | 2 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F150J | 2 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F150L | 2 | 41 | 1 | 0 | 2 | 2 |
| CESSNA F150M | 2 | 41 | 1 | 0 | 1 | 1 |
| CESSNA FA150L | 2 | 41 | 1 | 0 | 1 | 1 |
| FR172E | 4 | 41 | 1 | 0 | 2 | 2 |
| CESSNA F172F | 4 | 41 | 1 | 0 | 1 | 1 |
| CESSNA FR172F | 4 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F172G | 4 | 41 | 1 | 0 | 2 | 2 |
| CESSNA F172H | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA FR172H | 4 | 41 | 1 | 0 | 1 | 1 |
| FR172J | 4 | 41 | 1 | 0 | 1 | 1 |
| CESSNA F172K | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA F337F | 6 | 51 | 2 | 0 | 1 | 1 |
| CESSNA 150K | 2 | 41 | 1 | 0 | 2 | 2 |
| F172N | 4 | 41 | 1 | 0 | 3 | 3 |
| CESSNA F172 | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **26** | **26** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **27** | **27** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **REPUBLIC** | | | | | | |
| RC-3 | 4 | 41 | 1 | 0 | 195 | 195 |
| RC-3-1 | 4 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **200** | **200** |
| **TOTAL** | | | | **0** | **200** | **200** |
| **REPUBLIC** | | | | | | |
| AT12 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-47 | 1 | 41 | 1 | 0 | 2 | 2 |
| P-47D | 1 | 41 | 1 | 0 | 5 | 5 |
| P-47N | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **9** | **9** |
| **TOTAL** | | | | **0** | **9** | **9** |
| **RHEIN FLUGZEUGBAU** | | | | | | |
| RW 3-P75 | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **RILEY** | | | | | | |
| D-16 | 4 | 51 | 2 | 0 | 2 | 2 |
| D-16A | 4 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **ROCKWELL INTERNATIONAL** | | | | | | |
| S-2R | 1 | 41 | 1 | 0 | 298 | 298 |
| S-2R-800 | 1 | 41 | 1 | 0 | 2 | 2 |
| 112A | 4 | 41 | 1 | 0 | 129 | 129 |
| 112B | 4 | 41 | 1 | 0 | 26 | 26 |
| 112TC | 4 | 41 | 1 | 0 | 80 | 80 |
| 112TCA | 4 | 41 | 1 | 0 | 62 | 62 |
| 114 | 4 | 41 | 1 | 0 | 224 | 224 |
| 114A | 4 | 41 | 1 | 0 | 22 | 22 |
| 500-S | 7 | 51 | 2 | 0 | 30 | 30 |
| 685 | 9 | 51 | 2 | 0 | 1 | 1 |
| 700 | 8 | 51 | 2 | 0 | 25 | 25 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **843** | **843** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **56** | **56** |
| **TOTAL** | | | | **0** | **899** | **899** |
| **ROOS** | | | | | | |
| AMERICAN EAGLE 101 | 3 | 41 | 1 | 0 | 2 | 2 |
| LINCOLN PAGE 1928 | 3 | 41 | 1 | 0 | 2 | 2 |
| LINCOLN PT-W | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **ROSE** | | | | | | |
| PARAKEET A-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| A4-C | 1 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **9** | **9** |
| **TOTAL** | | | | **0** | **9** | **9** |
| **RYAN** | | | | | | |
| NAVION-D-16 | 4 | 51 | 2 | 0 | 2 | 2 |
| NAVION | 5 | 41 | 1 | 0 | 244 | 244 |
| NAVION A | 5 | 41 | 1 | 0 | 153 | 153 |
| NAVION L-17B | 5 | 41 | 1 | 0 | 3 | 3 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **RYAN** | | | | | | |
| NAVION B | 5 | 41 | 1 | 0 | 98 | 98 |
| NAVION D | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION E | 5 | 41 | 1 | 0 | 1 | 1 |
| NAVION G | 5 | 41 | 1 | 0 | 4 | 4 |
| NAVION NAV 4 | 5 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **505** | **505** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **507** | **507** |
| **RYAN** | | | | | | |
| M-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SCW-145 | 3 | 41 | 1 | 0 | 7 | 7 |
| ST-A | 2 | 41 | 1 | 0 | 28 | 28 |
| ST-A SPECIAL | 2 | 41 | 1 | 0 | 7 | 7 |
| ST3KR | 2 | 41 | 1 | 0 | 162 | 162 |
| PT-22 | 2 | 41 | 1 | 0 | 8 | 8 |
| STM | 2 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **216** | **216** |
| **TOTAL** | | | | **0** | **216** | **216** |
| **RYAN AIRCRAFT** | | | | | | |
| B1 | 5 | 41 | 1 | 0 | 3 | 3 |
| B-5 | 6 | 41 | 1 | 0 | 1 | 1 |
| B-7 | 6 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **S.O.C.A.T.A.** | | | | | | |
| RALLYE 150 ST | 4 | 41 | 1 | 0 | 17 | 17 |
| MS RALLYE 235C | 4 | 41 | 1 | 0 | 3 | 3 |
| RALLYE 235E | 4 | 41 | 1 | 0 | 22 | 22 |
| MS893E | 4 | 41 | 1 | 0 | 5 | 5 |
| MS894A | 4 | 41 | 1 | 0 | 36 | 36 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **83** | **83** |
| **TOTAL** | | | | **0** | **83** | **83** |
| **SAAB** | | | | | | |
| A32 LANSEN | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **SAINT LOUIS** | | | | | | |
| CARDINAL C2 | 2 | 41 | 1 | 0 | 1 | 1 |
| YPT-15 | 2 | 41 | 1 | 0 | 1 | 1 |
| C-2-110 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **SCHWEIZER** | | | | | | |
| SGM2-37 | 2 | 41 | 1 | 0 | 9 | 9 |
| SA 2-37A | 2 | 41 | 1 | 0 | 1 | 1 |
| SCHWEIZER SGM 2-37 | 2 | 41 | 1 | 0 | 2 | 2 |
| G-164B | 1 | 41 | 1 | 0 | 73 | 73 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **85** | **85** |
| **TOTAL** | | | | **0** | **85** | **85** |
| **SHORT BROS** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **SHORT BROS** | | | | | | |
| S-25 SANDRINGHAM | 20 | 51 | 4 | 0 | 2 | 2 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **SIAI MARCHETTI** | | | | | | |
| F.260C | 3 | 41 | 1 | 0 | 6 | 6 |
| S.205/22R | 4 | 41 | 1 | 0 | 47 | 47 |
| F.260 | 3 | 41 | 1 | 0 | 6 | 6 |
| SF260 | 3 | 41 | 1 | 0 | 22 | 22 |
| F.260B | 3 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **86** | **86** |
| **TOTAL** | | | | **0** | **86** | **86** |
| **SIKORSKY** | | | | | | |
| S-39-B | 5 | 41 | 1 | 0 | 1 | 1 |
| S-39-C | 5 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **SILVAIRE** | | | | | | |
| LUSCOMBE 8 | 2 | 41 | 1 | 0 | 4 | 4 |
| LUSCOMBE 8A | 2 | 41 | 1 | 0 | 130 | 130 |
| LUSCOMBE 8B | 2 | 41 | 1 | 0 | 4 | 4 |
| LUSCOMBE 8C | 2 | 41 | 1 | 0 | 10 | 10 |
| LUSCOMBE 8D | 2 | 41 | 1 | 0 | 1 | 1 |
| LUSCOMBE 8E | 2 | 41 | 1 | C | 70 | 70 |
| LUSCOMBE 8F | 2 | 41 | 1 | 0 | 46 | 46 |
| LUSCOMBE T-8F | 2 | 41 | 1 | 0 | 6 | 6 |
| 8F | 2 | 41 | 1 | 0 | 13 | 13 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **284** | **284** |
| **TOTAL** | | | | **0** | **284** | **284** |
| **SIOUX** | | | | | | |
| COUPE 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUPE 90-B | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **SMITH** | | | | | | |
| AEROSTAR 600 | 6 | 51 | 2 | 0 | 103 | 103 |
| AEROSTAR 600A | 6 | 51 | 2 | 0 | 2 | 2 |
| AEROSTAR 601B | 5 | 51 | 2 | 0 | 4 | 4 |
| AEROSTAR 601 | 6 | 51 | 2 | 0 | 74 | 74 |
| AEROSTAR 601A | 5 | 51 | 2 | 0 | 1 | 1 |
| AEROSTAR 601P | 6 | 51 | 2 | 0 | 163 | 163 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **347** | **347** |
| **TOTAL** | | | | **0** | **347** | **347** |
| **SNOW** | | | | | | |
| S2A | 1 | 41 | 1 | 0 | 19 | 19 |
| S2B | 1 | 41 | 1 | 0 | 5 | 5 |
| S2C | 1 | 41 | 1 | 0 | 26 | 26 |
| 600-S2C | 1 | 41 | 1 | 0 | 42 | 42 |
| 600 S-2D | 1 | 41 | 1 | 0 | 8 | 8 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **100** | **100** |
| **TOTAL** | | | | **0** | **100** | **100** |
| **SOCATA** | | | | | | |
| TB-20 TRINIDAD | 4 | 41 | 1 | 0 | 93 | 93 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **SOCATA** | | | | | | |
| TB 10 | 5 | 41 | 1 | 0 | 50 | 50 |
| F/W S- REC. ENG | | 41 | | 0 | 143 | 143 |
| TOTAL | | | | 0 | 143 | 143 |
| **SOPWITH** | | | | | | |
| CAMEL | 1 | 41 | 1 | 0 | 1 | 1 |
| PUP | 1 | 41 | 1 | 0 | 2 | 2 |
| 7F1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VII | 2 | 41 | 1 | 0 | 2 | 2 |
| 13 | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 8 | 8 |
| TOTAL | | | | 0 | 8 | 8 |
| **SPARTAN** | | | | | | |
| C2-60 | 2 | 41 | 1 | 0 | 2 | 2 |
| C3-120 | 3 | 41 | 1 | 0 | 1 | 1 |
| C3-165 | 3 | 41 | 1 | 0 | 2 | 2 |
| C3-225 | 3 | 41 | 1 | 0 | 2 | 2 |
| 7W | 5 | 41 | 1 | 0 | 19 | 19 |
| NP-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| 12 | 5 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 28 | 28 |
| TOTAL | | | | 0 | 28 | 28 |
| **STAMPE ET RENARD** | | | | | | |
| SV-4B | 2 | 41 | 1 | 0 | 1 | 1 |
| SV-4C | 2 | 41 | 1 | 0 | 8 | 8 |
| SV-4D | 2 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 10 | 10 |
| TOTAL | | | | 0 | 10 | 10 |
| **STAR** | | | | | | |
| CAVALIER | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER D | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER E | 2 | 41 | 1 | 0 | 2 | 2 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 4 | 4 |
| TOTAL | | | | 0 | 4 | 4 |
| **STATE SECURITIES** | | | | | | |
| ARROW F | 2 | 41 | 1 | 0 | 4 | 4 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 4 | 4 |
| TOTAL | | | | 0 | 4 | 4 |
| **STEARMAN** | | | | | | |
| C2-A | 3 | 41 | 1 | 0 | 1 | 1 |
| 4CM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| C3-B | 3 | 41 | 1 | 0 | 10 | 10 |
| C3-R | 3 | 41 | 1 | 0 | 8 | 8 |
| 4-C | 3 | 41 | 1 | 0 | 1 | 1 |
| 4E | 3 | 41 | 1 | 0 | 5 | 5 |
| 6L | 2 | 41 | 1 | 0 | 2 | 2 |
| 70 | 3 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 29 | 29 |
| TOTAL | | | | 0 | 29 | 29 |
| **STINSON** | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **STINSON** | | | | | | |
| L-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-1F | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5 | 2 | 41 | 1 | 0 | 69 | 69 |
| L-5B | 2 | 41 | 1 | 0 | 5 | 5 |
| L-5C | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5E | 2 | 41 | 1 | 0 | 19 | 19 |
| L-5E-1 | 2 | 41 | 1 | 0 | 5 | 5 |
| L-5G | 2 | 41 | 1 | 0 | 25 | 25 |
| OY-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JR. R | 4 | 41 | 1 | 0 | 2 | 2 |
| JR. S | 4 | 41 | 1 | 0 | 11 | 11 |
| JR. SR | 4 | 41 | 1 | 0 | 7 | 7 |
| SM1-B | 6 | 41 | 1 | 0 | 1 | 1 |
| SM-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| SM-2AA | 4 | 41 | 1 | 0 | 2 | 2 |
| SM-7A | 4 | 41 | 1 | 0 | 1 | 1 |
| SM-7B | 4 | 41 | 1 | 0 | 2 | 2 |
| SM-8A | 4 | 41 | 1 | 0 | 18 | 18 |
| A | 10 | 51 | 3 | 0 | 1 | 1 |
| SM-6000-B | 11 | 51 | 3 | 0 | 2 | 2 |
| SR-5 | 4 | 41 | 1 | 0 | 2 | 2 |
| SR-5A | 4 | 41 | 1 | 0 | 5 | 5 |
| SR-5B | 4 | 41 | 1 | 0 | 1 | 1 |
| SR-5C | 4 | 41 | 1 | 0 | 2 | 2 |
| SR-5E | 4 | 41 | 1 | 0 | 2 | 2 |
| SR-6 | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-6A | 5 | 41 | 1 | 0 | 1 | 1 |
| SR-7B | 4 | 41 | 1 | 0 | 4 | 4 |
| SR-7C | 4 | 41 | 1 | 0 | 3 | 3 |
| SR-8B | 5 | 41 | 1 | 0 | 3 | 3 |
| SR-8C | 5 | 41 | 1 | 0 | 3 | 3 |
| SR-8D | 5 | 41 | 1 | 0 | 1 | 1 |
| SR-8E | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-9 | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-9B | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-9C | 5 | 41 | 1 | 0 | 13 | 13 |
| SR-9E | 5 | 41 | 1 | 0 | 7 | 7 |
| SR-9F | 5 | 41 | 1 | 0 | 4 | 4 |
| SR-10B | 5 | 41 | 1 | 0 | 1 | 1 |
| SR-10C | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-10G | 5 | 41 | 1 | 0 | 2 | 2 |
| SR-10J | 5 | 41 | 1 | 0 | 6 | 6 |
| SR-10J3 | 5 | 41 | 1 | 0 | 3 | 3 |
| SR-10E | 5 | 41 | 1 | 0 | 2 | 2 |
| V77 | 3 | 41 | 1 | 0 | 107 | 107 |
| AT-19 | 3 | 41 | 1 | 0 | 2 | 2 |
| W | 4 | 41 | 1 | 0 | 1 | 1 |
| HW75 | 3 | 41 | 1 | 0 | 23 | 23 |
| 10 | 3 | 41 | 1 | 0 | 36 | 36 |
| 10A | 3 | 41 | 1 | 0 | 99 | 99 |
| L-9B | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **520** | **520** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **523** | **523** |
| **STINSON** | | | | | | |
| 108 | 4 | 41 | 1 | 0 | 329 | 329 |
| 108-1 | 4 | 41 | 1 | 0 | 479 | 479 |
| 108-2 | 4 | 41 | 1 | 0 | 402 | 402 |
| 108-3 | 4 | 41 | 1 | 0 | 618 | 618 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1,828** | **1,828** |
| **TOTAL** | | | | **0** | **1,828** | **1,828** |

US REGISTERED CIVIL AIRCRAFT
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PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **STOL** | | | | | | |
| UC-1 | 5 | 51 | 2 | 0 | 14 | 14 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **14** | **14** |
| **TOTAL** | | | | **0** | **14** | **14** |
| **STOL AMPHIBIAN CORP.** | | | | | | |
| RC-3 | 4 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **SUD AVIATION** | | | | | | |
| GARDAN GY 80-180 | 4 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **SUPERIOR** | | | | | | |
| CULVER LCA | 2 | 41 | 1 | 0 | 5 | 5 |
| CULVER LFA | 2 | 41 | 1 | 0 | 8 | 8 |
| CULVER V | 2 | 41 | 1 | 0 | 15 | 15 |
| CULVER V2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CULVER PQ-14B | 2 | 41 | 1 | 0 | 1 | 1 |
| CULVER TD2C-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **31** | **31** |
| **TOTAL** | | | | **0** | **31** | **31** |
| **SWALLOW** | | | | | | |
| SWALLOW | 3 | 41 | 1 | 0 | 3 | 3 |
| TP | 2 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **TALLMAN-PFALZ** | | | | | | |
| D-12 | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **TAYLOR** | | | | | | |
| E-2 | 2 | 41 | 1 | 0 | 6 | 6 |
| J-2 | 2 | 41 | 1 | 0 | 16 | 16 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **22** | **22** |
| **TOTAL** | | | | **0** | **22** | **22** |
| **TAYLOR-YOUNG** | | | | | | |
| "A" | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **TAYLORCRAFT** | | | | | | |
| TG-6 | 2 | 41 | 1 | 0 | 2 | 2 |
| A | 2 | 41 | 1 | 0 | 33 | 33 |
| BC | 2 | 41 | 1 | 0 | 25 | 25 |
| BCS | 2 | 41 | 1 | 0 | 1 | 1 |
| BC-65 | 2 | 41 | 1 | 0 | 146 | 146 |
| BCS-65 | 2 | 41 | 1 | 0 | 2 | 2 |
| BC12-65 | 2 | 41 | 1 | 0 | 124 | 124 |
| BCS12-65 | 2 | 41 | 1 | 0 | 3 | 3 |
| BC12-D | 2 | 41 | 1 | 0 | 1,409 | 1,409 |
| BCS12-D | 2 | 41 | 1 | 0 | 18 | 18 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **TAYLORCRAFT** | | | | | | |
| BC12-D1 | 2 | 41 | 1 | 0 | 100 | 100 |
| BC12D-85 | 2 | 41 | 1 | 0 | 31 | 31 |
| BC12D-4-85 | 2 | 41 | 1 | 0 | 7 | 7 |
| BCS12D-4-85 | 2 | 41 | 1 | 0 | 7 | 7 |
| BF | 2 | 41 | 1 | 0 | 7 | 7 |
| BF-60 | 2 | 41 | 1 | 0 | 2 | 2 |
| BF-65 | 2 | 41 | 1 | 0 | 8 | 8 |
| BF12-65 | 2 | 41 | 1 | 0 | 26 | 26 |
| BL | 2 | 41 | 1 | 0 | 19 | 19 |
| BL-65 | 2 | 41 | 1 | 0 | 188 | 188 |
| BLS-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| BL12-65 | 2 | 41 | 1 | 0 | 20 | 20 |
| DC-65 | 2 | 41 | 1 | 0 | 56 | 56 |
| L-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| DCO-65 | 2 | 41 | 1 | 0 | 225 | 225 |
| L-2A | 2 | 41 | 1 | 0 | 2 | 2 |
| L-2B | 2 | 41 | 1 | 0 | 1 | 1 |
| L-2M | 2 | 41 | 1 | 0 | 9 | 9 |
| DF-65 | 2 | 41 | 1 | 0 | 8 | 8 |
| DCO-75 | 2 | 41 | 1 | 0 | 1 | 1 |
| 15A | 4 | 41 | 1 | 0 | 12 | 12 |
| 20 | 4 | 41 | 1 | 0 | 10 | 10 |
| 500 | 2 | 41 | 1 | 0 | 1 | 1 |
| 19 | 2 | 41 | 1 | 0 | 22 | 22 |
| F19 | 2 | 41 | 1 | 0 | 117 | 117 |
| B-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| F21 | 2 | 41 | 1 | 0 | 19 | 19 |
| F-21A | 2 | 41 | 1 | 0 | 6 | 6 |
| L-2M | 2 | 41 | 1 | 0 | 1 | 1 |
| L-2M | 2 | 41 | 1 | 0 | 1 | 1 |
| DCO-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| BC12-D | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2,675** | **2,675** |
| **TOTAL** | | | | **0** | **2,675** | **2,675** |
| **TEAL-WASHAC INDUSTRIES INC.** | | | | | | |
| TSC-1A2 | 2 | 41 | 1 | 0 | 4 | 4 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **TEMCO** | | | | | | |
| T-35A | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **TEMCO** | | | | | | |
| GC-1A | 2 | 41 | 1 | 0 | 1 | 1 |
| GC-1B | 2 | 41 | 1 | 0 | 134 | 134 |
| D-16 | 4 | 51 | 2 | 0 | 12 | 12 |
| D-16A | 4 | 51 | 2 | 0 | 19 | 19 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **135** | **135** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **31** | **31** |
| **TOTAL** | | | | **0** | **166** | **166** |
| **TEMCO LUSCOMBE** | | | | | | |
| 11A | 4 | 41 | 1 | 0 | 2 | 2 |
| T-35 | 2 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1986

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **THORP AIRCRAFT CO** | | | | | | |
| T-211 | 2 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **TIMM** | | | | | | |
| COLLEGIATEM-150 | 2 | 41 | 1 | 0 | 1 | 1 |
| N2T-1 | 2 | 41 | 1 | 0 | 7 | 7 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **TRANSAVIA** | | | | | | |
| PL12 T320 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **TRANSLAND** | | | | | | |
| D-1 KIRK-WING | 4 | 51 | 2 | 0 | 1 | 1 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **TRAVEL AIR** | | | | | | |
| 4-D | 3 | 41 | 1 | 0 | 2 | 2 |
| D-4-D | 3 | 41 | 1 | 0 | 4 | 4 |
| 6-B | 6 | 41 | 1 | 0 | 1 | 1 |
| 10-D | 4 | 41 | 1 | 0 | 1 | 1 |
| 12-W | 2 | 41 | 1 | 0 | 4 | 4 |
| 16-E | 3 | 41 | 1 | 0 | 2 | 2 |
| 16-K | 3 | 41 | 1 | 0 | 1 | 1 |
| 2000 | 3 | 41 | 1 | 0 | 19 | 19 |
| 3000 | 3 | 41 | 1 | 0 | 2 | 2 |
| 4000 | 3 | 41 | 1 | 0 | 19 | 19 |
| B-4000 | 3 | 41 | 1 | 0 | 4 | 4 |
| C-4000 | 3 | 41 | 1 | 0 | 3 | 3 |
| D-4000 | 3 | 41 | 1 | 0 | 5 | 5 |
| E-4000 | 3 | 41 | 1 | 0 | 6 | 6 |
| L-4000 | 3 | 41 | 1 | 0 | 3 | 3 |
| S-6000-B | 6 | 41 | 1 | 0 | 2 | 2 |
| MYSTERY S | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **79** | **79** |
| **TOTAL** | | | | **0** | **79** | **79** |
| **TRYTEK** | | | | | | |
| 11CC | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **UNITED CONSULTANTS** | | | | | | |
| UC-1 | 4 | 51 | 2 | 0 | 3 | 3 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **UNIVERSAL** | | | | | | |
| GLOBE GC-1A | 2 | 41 | 1 | 0 | 13 | 13 |
| GLOBE GC-1B | 2 | 41 | 1 | 0 | 58 | 58 |
| TEMCO D-16 | 4 | 51 | 2 | 0 | 7 | 7 |
| TEMCO D-16A | 4 | 51 | 2 | 0 | 3 | 3 |
| TAYLORCRAFT BC12-D | 2 | 41 | 1 | 0 | 6 | 6 |
| TAYLORCRAFT BC12-D1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT BC12D-85 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **UNIVERSAL** | | | | | | |
| TAYLORCRAFT BCS12D85 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **80** | **80** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **10** | **10** |
| **TOTAL** | | | | **0** | **90** | **90** |
| **UNIVERSAL MOULDED PRODUCTS** | | | | | | |
| MONOCOUPE 70 | 2 | 41 | 1 | 0 | 3 | 3 |
| MONOCOUPE 113 | 2 | 41 | 1 | 0 | 2 | 2 |
| MONOCOUPE D-145 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **UNIVERSAL STINSON** | | | | | | |
| 108 | 4 | 41 | 1 | 0 | 28 | 28 |
| 108-1 | 4 | 41 | 1 | 0 | 46 | 46 |
| 108-2 | 4 | 41 | 1 | 0 | 49 | 49 |
| 108-3 | 4 | 41 | 1 | 0 | 62 | 62 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **185** | **185** |
| **TOTAL** | | | | **0** | **185** | **185** |
| **URMSTON** | | | | | | |
| CURRIE WOT | 1 | 41 | 1 | 0 | 5 | 5 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **VARGA AIRCRAFT CORP** | | | | | | |
| 2180 | 2 | 41 | 1 | 0 | 11 | 11 |
| 2180TG | 2 | 41 | 1 | 0 | 2 | 2 |
| 2150A | 2 | 41 | 1 | 0 | 103 | 103 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **116** | **116** |
| **TOTAL** | | | | **0** | **116** | **116** |
| **VICKERS** | | | | | | |
| SPITFIRE | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MARK IX | 1 | 41 | 1 | 0 | 4 | 4 |
| SEAFIRE 47 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MARK XIV | 1 | 41 | 1 | 0 | 3 | 3 |
| SPITFIRE MARK XVI | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **10** | **10** |
| **TOTAL** | | | | **0** | **10** | **10** |
| **VICTA** | | | | | | |
| AIRTOURER 100 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **VIKING FLYING BOAT CO** | | | | | | |
| KITTY HAWK B-4 | 3 | 41 | 1 | 0 | 2 | 2 |
| KITTY HAWK B-8 | 3 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **VOLAIRCRAFT** | | | | | | |
| 10 | 3 | 41 | 1 | 0 | 1 | 1 |
| 10A | 3 | 41 | 1 | 0 | 4 | 4 |
| 1050 | 3 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **VOLAIRCRAFT** | | | | | | |
| F/W S-ENG REC. ENG | | 41 | | 0 | 6 | 6 |
| TOTAL | | | | 0 | 6 | 6 |
| **VULTEE** | | | | | | |
| V-1A SPECIAL | 8 | 41 | 1 | 0 | 1 | 1 |
| F/W S-ENG REC. ENG | | 41 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **WACO** | | | | | | |
| 9 | 3 | 41 | 1 | 0 | 4 | 4 |
| 125 | 3 | 41 | 1 | 0 | 1 | 1 |
| PBA | 2 | 41 | 1 | 0 | 1 | 1 |
| RBA | 2 | 41 | 1 | 0 | 1 | 1 |
| UBA | 2 | 41 | 1 | 0 | 1 | 1 |
| RPT | 2 | 41 | 1 | 0 | 1 | 1 |
| UBF | 3 | 41 | 1 | 0 | 9 | 9 |
| QCF | 3 | 41 | 1 | 0 | 14 | 14 |
| QCF-2 | 3 | 41 | 1 | 0 | 2 | 2 |
| UMF | 3 | 41 | 1 | 0 | 4 | 4 |
| YMF | 3 | 41 | 1 | 0 | 9 | 9 |
| YMF-3 | 3 | 41 | 1 | 0 | 2 | 2 |
| INF | 3 | 41 | 1 | 0 | 9 | 9 |
| KNF | 3 | 41 | 1 | 0 | 1 | 1 |
| RNF | 3 | 41 | 1 | 0 | 32 | 32 |
| QDC | 4 | 41 | 1 | 0 | 4 | 4 |
| UEC | 4 | 41 | 1 | 0 | 7 | 7 |
| UIC | 4 | 41 | 1 | 0 | 12 | 12 |
| AGC-8 | 5 | 41 | 1 | 0 | 4 | 4 |
| ZGC-8 | 5 | 41 | 1 | 0 | 1 | 1 |
| EGC-7 | 5 | 41 | 1 | 0 | 2 | 2 |
| ZGC-7 | 5 | 41 | 1 | 0 | 2 | 2 |
| EGC-8 | 5 | 41 | 1 | 0 | 5 | 5 |
| YOC | 5 | 41 | 1 | 0 | 5 | 5 |
| YOC-1 | 5 | 41 | 1 | 0 | 1 | 1 |
| AQC-6 | 5 | 41 | 1 | 0 | 2 | 2 |
| DQC-6 | 5 | 41 | 1 | 0 | 3 | 3 |
| EQC-6 | 5 | 41 | 1 | 0 | 2 | 2 |
| YQC-6 | 5 | 41 | 1 | 0 | 7 | 7 |
| ZQC-6 | 5 | 41 | 1 | 0 | 3 | 3 |
| CUC-1 | 5 | 41 | 1 | 0 | 3 | 3 |
| CUC-2 | 5 | 41 | 1 | 0 | 1 | 1 |
| GXE | 3 | 41 | 1 | 0 | 38 | 38 |
| CJC | 5 | 41 | 1 | 0 | 2 | 2 |
| DJC-6 | 5 | 41 | 1 | 0 | 1 | 1 |
| UKC | 5 | 41 | 1 | 0 | 7 | 7 |
| UKC-S | 5 | 41 | 1 | 0 | 3 | 3 |
| YKC | 5 | 41 | 1 | 0 | 11 | 11 |
| YKC-S | 5 | 41 | 1 | 0 | 4 | 4 |
| UKS-6 | 5 | 41 | 1 | 0 | 1 | 1 |
| VKS-6 | 5 | 41 | 1 | 0 | 1 | 1 |
| UKS-7 | 5 | 41 | 1 | 0 | 2 | 2 |
| VKS-7 | 5 | 41 | 1 | 0 | 5 | 5 |
| VKS-7F | 5 | 41 | 1 | 0 | 5 | 5 |
| YKS-6 | 5 | 41 | 1 | 0 | 12 | 12 |
| ZKS-6 | 5 | 41 | 1 | 0 | 1 | 1 |
| YKS-7 | 5 | 41 | 1 | 0 | 23 | 23 |
| ZKS-7 | 5 | 41 | 1 | 0 | 4 | 4 |
| ARE | 5 | 41 | 1 | 0 | 1 | 1 |
| HRE | 5 | 41 | 1 | 0 | 1 | 1 |
| SRE | 5 | 41 | 1 | 0 | 4 | 4 |
| CRG | 3 | 41 | 1 | 0 | 1 | 1 |
| S3HD | 2 | 41 | 1 | 0 | 1 | 1 |
| ASO | 3 | 41 | 1 | 0 | 28 | 28 |
| BSO | 3 | 41 | 1 | 0 | 9 | 9 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **WACO** | | | | | | |
| CSO | 3 | 41 | 1 | 0 | 4 | 4 |
| DSO | 3 | 41 | 1 | 0 | 7 | 7 |
| QSO | 3 | 41 | 1 | 0 | 1 | 1 |
| ATO | 3 | 41 | 1 | 0 | 13 | 13 |
| CTO | 3 | 41 | 1 | 0 | 9 | 9 |
| UPF-7 | 2 | 41 | 1 | 0 | 168 | 168 |
| VPF-7 | 2 | 41 | 1 | 0 | 3 | 3 |
| AVN-8 | 5 | 41 | 1 | 0 | 4 | 4 |
| JWM | 3 | 41 | 1 | 0 | 1 | 1 |
| JYM | 3 | 41 | 1 | 0 | 2 | 2 |
| YPF | 3 | 41 | 1 | 0 | 1 | 1 |
| YPF-6 | 3 | 41 | 1 | 0 | 1 | 1 |
| YPF-7 | 3 | 41 | 1 | 0 | 3 | 3 |
| ZPF-6 | 3 | 41 | 1 | 0 | 3 | 3 |
| ZPF-7 | 3 | 41 | 1 | 0 | 2 | 2 |
| 10 | 3 | 41 | 1 | 0 | 13 | 13 |
| W | 3 | 41 | 1 | 0 | 1 | 1 |
| 220T | 3 | 41 | 1 | 0 | 1 | 1 |
| UBF-2 XJW-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| CPF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| GXE | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **560** | **560** |
| **TOTAL** | | | | **0** | **560** | **560** |
| **WAGGON UND MASCHINENBAU** | | | | | | |
| BOLKOW BO 208C JR. | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **WALLACE AIRCRAFT CO** | | | | | | |
| B-330 | 3 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **WEATHERLY** | | | | | | |
| 201 | 1 | 41 | 1 | 0 | 2 | 2 |
| 201A | 1 | 41 | 1 | 0 | 2 | 2 |
| 201B | 1 | 41 | 1 | 0 | 35 | 35 |
| 201C | 1 | 41 | 1 | 0 | 24 | 24 |
| 620 | 1 | 41 | 1 | 0 | 14 | 14 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **77** | **77** |
| **TOTAL** | | | | **0** | **77** | **77** |
| **WELCH** | | | | | | |
| OW8M | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **WESTLAND** | | | | | | |
| LYSANDERIIIA | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **WHITE** | | | | | | |
| NEW STANDARD D-25 | 5 | 41 | 1 | 0 | 3 | 3 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **WHITELEY GLENN R** | | | | | | |
| RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **WING** | | | | | | |
| D-1 | 2 | 51 | 2 | 0 | 8 | 8 |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **WSK PZL MIELEC** | | | | | | |
| M-18A DROMADER | 2 | 41 | 1 | 0 | 14 | 14 |
| M-18 DROMADER | 1 | 41 | 1 | 0 | 1 | 1 |
| PZL-M-18 | 1 | 41 | 1 | 0 | 35 | 35 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **50** | **50** |
| **TOTAL** | | | | **0** | **50** | **50** |
| **YAKOVLEV** | | | | | | |
| YAK-11 | 2 | 41 | 1 | 0 | 2 | 2 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **ZENITH** | | | | | | |
| Z6A | 7 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **ZLIN** | | | | | | |
| 126 | 1 | 41 | 1 | 0 | 1 | 1 |
| 526A | 1 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **F/W S-ENG REC. ENG** | | **41** | | **18** | **194,078** | **194,096** |
| **F/W MULTI REC. ENG** | | **51** | | **434** | **27,393** | **27,827** |
| **TOTAL PISTON A/C** | | | | **452** | **221,471** | **221,923** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AERO COMMANDER** | | | | | | |
| 680T | 11 | 52 | 2 | 0 | 22 | 22 |
| 680V | 11 | 52 | 2 | 0 | 22 | 22 |
| 680W | 11 | 52 | 2 | 0 | 30 | 30 |
| 681 | 11 | 52 | 2 | 0 | 24 | 24 |
| 690 | 11 | 52 | 2 | 0 | 33 | 33 |
| 690A | 11 | 52 | 2 | 0 | 67 | 67 |
| 1121 | 10 | 54 | 2 | 0 | 72 | 72 |
| 1121A | 10 | 54 | 2 | 0 | 7 | 7 |
| 1121B | 10 | 54 | 2 | 0 | 18 | 18 |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **198** | **198** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **97** | **97** |
| **TOTAL** | | | | **0** | **295** | **295** |
| **AEROSPACE LINES** | | | | | | |
| 377 SG | 92 | 52 | 4 | 0 | 1 | 1 |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **AEROSPATIALE** | | | | | | |
| SN-601 CORVETTE | 16 | 54 | 2 | 0 | 1 | 1 |
| NORD 262A | 31 | 52 | 2 | 0 | 1 | 1 |
| ATR 42-300 | 50 | 52 | 2 | 38 | 8 | 46 |
| **F/W MULTI TURBOPROP** | | **52** | | **38** | **9** | **47** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **1** | **1** |
| **TOTAL** | | | | **38** | **10** | **48** |
| **AIRBUS** | | | | | | |
| A310-200 | 280 | 54 | 2 | 4 | 0 | 4 |
| A310-222 | 265 | 54 | 2 | 3 | 0 | 3 |
| **F/W MULTI TURBOJET** | | **54** | | **7** | **0** | **7** |
| **TOTAL** | | | | **7** | **0** | **7** |
| **ARMSTRONG WHITWORTH** | | | | | | |
| ARGOSY AW650 SER 101 | 90 | 52 | 4 | 0 | 2 | 2 |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **AYRES CORPORATION** | | | | | | |
| S-2R | 1 | 42 | 1 | 0 | 5 | 5 |
| S2R-T15 | 1 | 42 | 1 | 0 | 9 | 9 |
| S2R-T34 | 1 | 42 | 1 | 0 | 65 | 65 |
| S2R-T11 | 1 | 42 | 1 | 0 | 5 | 5 |
| S2R-T41 | 1 | 42 | 1 | 0 | 2 | 2 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **86** | **86** |
| **TOTAL** | | | | **0** | **86** | **86** |
| **BAE/S.N.I.A.S.** | | | | | | |
| CONCORDE TYPE I | 148 | 54 | 4 | 0 | 3 | 3 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **BEECH** | | | | | | |
| E18S | 10 | 52 | 2 | 0 | 9 | 9 |
| G18S | 10 | 52 | 2 | 0 | 2 | 2 |
| H-18 | 11 | 52 | 2 | 1 | 2 | 3 |
| C-45H | 10 | 52 | 2 | 0 | 7 | 7 |
| TC-45J | 10 | 52 | 2 | 0 | 5 | 5 |
| T-34C | 2 | 42 | 1 | 0 | 1 | 1 |
| T-34C-1 | 3 | 42 | 1 | 0 | 1 | 1 |
| 65-90T | 9 | 52 | 2 | 0 | 2 | 2 |
| 65-90 | 9 | 52 | 2 | 1 | 63 | 64 |
| 65-B90 | 9 | 52 | 2 | 0 | 1 | 1 |
| 65-A90 | 9 | 52 | 2 | 1 | 134 | 135 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BEECH** | | | | | | |
| F90 | 10 | 52 | 2 | 0 | 161 | 161 |
| C90A | 9 | 52 | 2 | 0 | 24 | 24 |
| B90 | 9 | 52 | 2 | 0 | 113 | 113 |
| C90 | 9 | 52 | 2 | 0 | 392 | 392 |
| E-90 | 10 | 52 | 2 | 0 | 246 | 246 |
| A100 | 11 | 52 | 2 | 1 | 62 | 63 |
| 100 | 11 | 52 | 2 | 0 | 54 | 54 |
| B100 | 11 | 52 | 2 | 0 | 123 | 123 |
| 200 | 11 | 52 | 2 | 4 | 512 | 516 |
| B200 | 11 | 52 | 2 | 3 | 266 | 269 |
| C90-1 | 9 | 52 | 2 | 0 | 2 | 2 |
| B200C | 11 | 52 | 2 | 0 | 11 | 11 |
| 200C | 11 | 52 | 2 | 0 | 14 | 14 |
| 200T | 11 | 52 | 2 | 0 | 3 | 3 |
| 300 | 19 | 52 | 2 | 0 | 149 | 149 |
| 99 | 17 | 52 | 2 | 23 | 21 | 44 |
| 99A | 17 | 52 | 2 | 10 | 4 | 14 |
| B-99 | 17 | 52 | 2 | 11 | 5 | 16 |
| C-99 | 17 | 52 | 2 | 44 | 23 | 67 |
| 1900 | 19 | 52 | 2 | 26 | 4 | 30 |
| 1900C | 19 | 52 | 2 | 55 | 15 | 70 |
| 400 | 9 | 54 | 2 | 0 | 31 | 31 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **2** | **2** |
| **F/W MULTI TURBOPROP** | | **52** | | **180** | **2,429** | **2,609** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **31** | **31** |
| **TOTAL** | | | | **180** | **2,462** | **2,642** |
| **BEECHCRAFT-HAWKER CORP.** | | | | | | |
| BH-125-600A | 11 | 54 | 2 | 0 | 14 | 14 |
| BH-125-400A | 11 | 54 | 2 | 0 | 1 | 1 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **15** | **15** |
| **TOTAL** | | | | **0** | **15** | **15** |
| **BOEING** | | | | | | |
| 727-77C | 134 | 54 | 3 | 1 | 0 | 1 |
| 767-332 | 330 | 54 | 2 | 15 | 0 | 15 |
| 367-80 | 36 | 54 | 4 | 0 | 1 | 1 |
| 707-123B | 192 | 54 | 4 | 3 | 0 | 3 |
| 707-131B | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-138B | 192 | 54 | 4 | 7 | 0 | 7 |
| 707-227 | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-311C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-321 | 192 | 54 | 4 | 2 | 1 | 3 |
| 707-328 | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-331 | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-321B | 192 | 54 | 4 | 8 | 0 | 8 |
| 707-323B | 192 | 54 | 4 | 8 | 0 | 8 |
| 707-330B | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-331B | 192 | 54 | 4 | 3 | 1 | 4 |
| 707-351B | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-369C | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-382B | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-320C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-324C | 192 | 54 | 4 | 3 | 0 | 3 |
| 707-321C | 192 | 54 | 4 | 9 | 0 | 9 |
| 707-323C | 192 | 54 | 4 | 2 | 2 | 4 |
| 707-327C | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-331C | 192 | 54 | 4 | 4 | 1 | 5 |
| 707-330C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-336C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-351C | 192 | 54 | 4 | 2 | 3 | 5 |
| 707-349C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-338C | 192 | 54 | 4 | 6 | 0 | 6 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BOEING** | | | | | | |
| 707-355C | 192 | 54 | 4 | 1 | 1 | 2 |
| 707-347C | 192 | 54 | 4 | 1 | 0 | 1 |
| 707-399C | 192 | 54 | 4 | 2 | 0 | 2 |
| 707-436 | 192 | 54 | 4 | 0 | 2 | 2 |
| 707-441 | 192 | 54 | 4 | 2 | 0 | 2 |
| 720-022 | 143 | 54 | 4 | 3 | 2 | 5 |
| 720-025 | 143 | 54 | 4 | 3 | 0 | 3 |
| 720-027 | 143 | 54 | 4 | 5 | 0 | 5 |
| 720-024B | 143 | 54 | 4 | 0 | 1 | 1 |
| 720-047B | 143 | 54 | 4 | 1 | 2 | 3 |
| 720-051B | 143 | 54 | 4 | 1 | 1 | 2 |
| 720-060B | 143 | 54 | 4 | 0 | 2 | 2 |
| 720-068B | 143 | 54 | 4 | 1 | 0 | 1 |
| 727-1A7C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-17 | 134 | 54 | 3 | 1 | 1 | 2 |
| 727-14 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-2J7 | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-22C | 143 | 54 | 3 | 32 | 0 | 32 |
| 727-25C | 134 | 54 | 3 | 23 | 1 | 24 |
| 727-27C | 134 | 54 | 3 | 12 | 0 | 12 |
| 727-27 | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-21C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-22 | 134 | 54 | 3 | 78 | 0 | 78 |
| 727-21 | 134 | 54 | 3 | 11 | 0 | 11 |
| 727-23 | 134 | 54 | 3 | 50 | 0 | 50 |
| 727-24C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-25 | 134 | 54 | 3 | 36 | 1 | 37 |
| 727-29 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-30 | 134 | 54 | 3 | 5 | 1 | 6 |
| 727-30C | 134 | 54 | 3 | 9 | 0 | 9 |
| 727-31 | 134 | 54 | 3 | 25 | 0 | 25 |
| 727-31C | 134 | 54 | 3 | 6 | 0 | 6 |
| 727-35 | 134 | 54 | 3 | 9 | 0 | 9 |
| 727-46 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-51 | 134 | 54 | 3 | 14 | 0 | 14 |
| 727-51C | 134 | 54 | 3 | 10 | 0 | 10 |
| 727-76 | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-61 | 134 | 54 | 3 | 0 | 1 | 1 |
| 727-77 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-78 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-62C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-63 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-81 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-82C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-82 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-90C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-92C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-95 | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-100 | 129 | 54 | 3 | 2 | 0 | 2 |
| 727-100C | 131 | 54 | 3 | 1 | 0 | 1 |
| 727-108C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-123 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-134C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-151C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-155C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-116 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-121C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-172C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-173C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-180C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-185C | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-191 | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-2F9 | 134 | 54 | 3 | 2 | 0 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BOEING** | | | | | | |
| 727-200 | 134 | 54 | 3 | 19 | 0 | 19 |
| 727-212 | 170 | 54 | 3 | 6 | 0 | 6 |
| 727-2A7 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-2B7 | 134 | 54 | 3 | 5 | 0 | 5 |
| 727-214 | 134 | 54 | 3 | 23 | 0 | 23 |
| 727-2M7 | 131 | 54 | 3 | 8 | 0 | 8 |
| 727-2D4 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2Q6 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2Q8 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2Q9 | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-2S7 | 134 | 54 | 3 | 7 | 0 | 7 |
| 727-221 | 134 | 54 | 3 | 8 | 0 | 8 |
| 727-222 | 134 | 54 | 3 | 104 | 0 | 104 |
| 727-223 | 134 | 54 | 3 | 98 | 0 | 98 |
| 727-295 | 134 | 54 | 3 | 11 | 0 | 11 |
| 727-224 | 134 | 54 | 3 | 45 | 0 | 45 |
| 727-225 | 134 | 54 | 3 | 86 | 0 | 86 |
| 727-227 | 134 | 54 | 3 | 76 | 0 | 76 |
| 727-231 | 134 | 54 | 3 | 55 | 1 | 56 |
| 727-233 | 154 | 54 | 3 | 5 | 0 | 5 |
| 727-235 | 134 | 54 | 3 | 23 | 0 | 23 |
| 727-243 | 189 | 54 | 3 | 14 | 1 | 15 |
| 727-247 | 134 | 54 | 3 | 43 | 0 | 43 |
| 727-251 | 134 | 54 | 3 | 52 | 0 | 52 |
| 727-259 | 134 | 54 | 3 | 2 | 1 | 3 |
| 727-254 | 134 | 54 | 3 | 5 | 0 | 5 |
| 727-264 | 134 | 54 | 3 | 3 | 0 | 3 |
| 727-281 | 134 | 54 | 3 | 6 | 0 | 6 |
| 727-277 | 189 | 54 | 3 | 4 | 1 | 5 |
| 727-290 | 134 | 54 | 3 | 1 | 3 | 4 |
| 727-291 | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-230 | 134 | 54 | 3 | 4 | 0 | 4 |
| 727-232 | 154 | 54 | 3 | 113 | 0 | 113 |
| 727-2X8 | 134 | 54 | 3 | 1 | 0 | 1 |
| 727-44C | 134 | 54 | 3 | 2 | 0 | 2 |
| 727-44 | 134 | 54 | 3 | 3 | 1 | 4 |
| 737-112 | 113 | 54 | 2 | 1 | 0 | 1 |
| 737-130 | 100 | 54 | 2 | 17 | 0 | 17 |
| 737-159 | 134 | 54 | 2 | 2 | 0 | 2 |
| 737-200 | 130 | 54 | 2 | 14 | 0 | 14 |
| 737-201 | 100 | 54 | 2 | 50 | 0 | 50 |
| 737-202C | 100 | 54 | 2 | 1 | 0 | 1 |
| 737-204 | 100 | 54 | 2 | 3 | 0 | 3 |
| 737-210C | 100 | 54 | 2 | 5 | 0 | 5 |
| 737-214 | 100 | 54 | 2 | 5 | 0 | 5 |
| 737-217 | 130 | 54 | 2 | 6 | 0 | 6 |
| 737-219 | 130 | 54 | 2 | 4 | 0 | 4 |
| 737-230C | 134 | 54 | 2 | 1 | 0 | 1 |
| 737-222 | 100 | 54 | 2 | 66 | 1 | 67 |
| 737-232 | 130 | 54 | 2 | 33 | 0 | 33 |
| 737-2A1 | 124 | 54 | 2 | 3 | 0 | 3 |
| 737-2A6 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2H4 | 124 | 54 | 2 | 41 | 0 | 41 |
| 737-247 | 100 | 54 | 2 | 33 | 0 | 33 |
| 737-2H5 | 124 | 54 | 2 | 2 | 0 | 2 |
| 737-2E1 | 125 | 54 | 2 | 1 | 0 | 1 |
| 737-2S2C | 124 | 54 | 2 | 3 | 0 | 3 |
| 737-2Q8 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2Q9 | 124 | 54 | 2 | 4 | 0 | 4 |
| 737-281 | 134 | 54 | 2 | 3 | 0 | 3 |
| 737-284 | 130 | 54 | 2 | 2 | 0 | 2 |
| 737-2Q8C | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-244 | 134 | 54 | 2 | 2 | 0 | 2 |
| 737-290C | 134 | 54 | 2 | 3 | 0 | 3 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BOEING** | | | | | | |
| 737-291 | 134 | 54 | 2 | 29 | 0 | 29 |
| 737-293 | 100 | 54 | 2 | 7 | 0 | 7 |
| 737-2E3A | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-297 | 124 | 54 | 2 | 7 | 0 | 7 |
| 737-2A9 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-2M8 | 124 | 54 | 2 | 1 | 0 | 1 |
| 737-299 | 130 | 54 | 2 | 1 | 0 | 1 |
| 737-275 | 119 | 54 | 2 | 2 | 0 | 2 |
| 737-247 | 149 | 54 | 2 | 9 | 0 | 9 |
| 737-2C0 | 124 | 54 | 2 | 5 | 0 | 5 |
| 737-2T2 | 134 | 54 | 2 | 1 | 0 | 1 |
| 737-2T4 | 134 | 54 | 2 | 9 | 0 | 9 |
| 737-2K9 | 124 | 54 | 2 | 2 | 0 | 2 |
| 737-2U9 | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-2S5C | 130 | 54 | 2 | 1 | 0 | 1 |
| 737-2X6C | 134 | 54 | 2 | 5 | 0 | 5 |
| 737-2B7 | 136 | 54 | 2 | 23 | 0 | 23 |
| 737-277 | 149 | 54 | 2 | 12 | 0 | 12 |
| 737-3B7 | 149 | 54 | 2 | 47 | 0 | 47 |
| 737-3T0 | 149 | 54 | 2 | 55 | 0 | 55 |
| 737-3A4 | 149 | 54 | 2 | 8 | 0 | 8 |
| 737-3G7 | 149 | 54 | 2 | 17 | 0 | 17 |
| 737-3H4 | 149 | 54 | 2 | 42 | 0 | 42 |
| 737-3O1 | 149 | 54 | 2 | 45 | 0 | 45 |
| 737-347 | 149 | 54 | 2 | 13 | 0 | 13 |
| 737-3Q8 | 149 | 54 | 2 | 5 | 0 | 5 |
| 737-3YO | 149 | 54 | 2 | 1 | 0 | 1 |
| 737-33A | 149 | 54 | 2 | 10 | 0 | 10 |
| 737-322 | 149 | 54 | 2 | 55 | 0 | 55 |
| 747 | 400 | 54 | 4 | 1 | 0 | 1 |
| 747SP-21 | 360 | 54 | 4 | 10 | 0 | 10 |
| 747-2J9F | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-2F6B | 495 | 54 | 4 | 4 | 0 | 4 |
| 747-2B4B | 495 | 54 | 4 | 1 | 0 | 1 |
| 747SP-27 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747SP-31 | 360 | 54 | 4 | 2 | 0 | 2 |
| 747-238B | 495 | 54 | 4 | 4 | 0 | 4 |
| 747-243B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-249F | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-257B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-206B | 495 | 54 | 4 | 3 | 0 | 3 |
| 747-282B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-284B | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-200F | 495 | 54 | 4 | 4 | 0 | 4 |
| 747-271C | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-121 | 495 | 54 | 4 | 29 | 0 | 29 |
| 747-122 | 495 | 54 | 4 | 18 | 0 | 18 |
| 747-123 | 495 | 54 | 4 | 14 | 1 | 15 |
| 747-124 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-133 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-130 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-131 | 495 | 54 | 4 | 11 | 0 | 11 |
| 747-132 | 495 | 54 | 4 | 5 | 0 | 5 |
| 747-136 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-156 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-135 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-212B | 495 | 54 | 4 | 4 | 0 | 4 |
| 747-227 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-227B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-228B | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-151 | 495 | 54 | 4 | 10 | 0 | 10 |
| 747-251B | 495 | 54 | 4 | 17 | 0 | 17 |
| 747-127 | 495 | 54 | 4 | 1 | 0 | 1 |
| 747-228F | 495 | 54 | 4 | 2 | 0 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BOEING** | | | | | | |
| 747-273C | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-245F | 495 | 54 | 4 | 6 | 0 | 6 |
| 747-251F | 495 | 54 | 4 | 7 | 0 | 7 |
| 747-143 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747SP-09 | 495 | 54 | 4 | 2 | 0 | 2 |
| 747-300 SERIES | 495 | 54 | 4 | 9 | 0 | 9 |
| 747-312 | 495 | 54 | 4 | 7 | 0 | 7 |
| 757-200 SERIES | 178 | 54 | 2 | 1 | 0 | 1 |
| 757-225 | 178 | 54 | 2 | 26 | 0 | 26 |
| 757-2S7 | 178 | 54 | 2 | 6 | 0 | 6 |
| 757-232 | 178 | 54 | 2 | 45 | 0 | 45 |
| 757-251 | 178 | 54 | 2 | 33 | 0 | 33 |
| 767-205 | 252 | 54 | 2 | 1 | 0 | 1 |
| 767-222 | 252 | 54 | 2 | 19 | 0 | 19 |
| 767-223 | 255 | 54 | 2 | 30 | 0 | 30 |
| 767-231 | 255 | 54 | 2 | 10 | 0 | 10 |
| 767-232 | 255 | 54 | 2 | 15 | 0 | 15 |
| 767-2S1 | 255 | 54 | 2 | 1 | 0 | 1 |
| 747 200B | 494 | 54 | 4 | 2 | 0 | 2 |
| BOEING 737 2J8 | 125 | 54 | 2 | 1 | 0 | 1 |
| **F/W MULTI TURBOJET** | | **54** | | **2,450** | **35** | **2,485** |
| **TOTAL** | | | | **2,450** | **35** | **2,485** |
| **BRITISH AEROSPACE** | | | | | | |
| HS125 FAN 400A | 14 | 54 | 2 | 0 | 1 | 1 |
| HS125 SERIES F.400B | 14 | 54 | 2 | 0 | 1 | 1 |
| HS-125-600B | 10 | 54 | 2 | 0 | 1 | 1 |
| BAE JETSTREAM 3101 | 19 | 52 | 2 | 149 | 8 | 157 |
| BAE 146 SERIES 100A | 93 | 54 | 4 | 3 | 1 | 4 |
| BAE 146 SERIES 200 | 109 | 54 | 4 | 16 | 0 | 16 |
| BAE 146 SERIES 200A | 109 | 54 | 4 | 36 | 0 | 36 |
| BAE 125 SERIES 800A | 14 | 54 | 2 | 0 | 103 | 103 |
| BAC 1-11 420/EL | 79 | 54 | 2 | 1 | 0 | 1 |
| **F/W MULTI TURBOPROP** | | **52** | | **149** | **8** | **157** |
| **F/W MULTI TURBOJET** | | **54** | | **56** | **107** | **163** |
| **TOTAL** | | | | **205** | **115** | **320** |
| **BRITISH AEROSPACE** | | | | | | |
| BAE 146 SERIES 100 | 93 | 54 | 4 | 1 | 0 | 1 |
| **F/W MULTI TURBOJET** | | **54** | | **1** | **0** | **1** |
| **TOTAL** | | | | **1** | **0** | **1** |
| **BRITISH AEROSPACE A/C GROUP** | | | | | | |
| HS.125-700A | 15 | 54 | 2 | 0 | 69 | 69 |
| HS-125-700B | 15 | 54 | 2 | 0 | 2 | 2 |
| HS748 SERIES 2B | 60 | 52 | 2 | 0 | 1 | 1 |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **1** | **1** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **71** | **71** |
| **TOTAL** | | | | **0** | **72** | **72** |
| **BRITISH AIRCRAFT** | | | | | | |
| BAC 1-11 201/Z/AC | 72 | 54 | 2 | 1 | 0 | 1 |
| BAC 1-11 203/AE | 72 | 54 | 2 | 7 | 1 | 8 |
| BAC 1-11 204/AF | 72 | 54 | 2 | 17 | 0 | 17 |
| BAC 1-11 212/AR | 72 | 54 | 2 | 0 | 1 | 1 |
| BAC 1-11 215/AU | 72 | 54 | 2 | 3 | 0 | 3 |
| BAC 1-11 401/AK | 79 | 54 | 2 | 0 | 15 | 15 |
| BAC 1-11 412A/EB | 79 | 54 | 2 | 0 | 1 | 1 |
| BAC 1-11 414/EG | 79 | 54 | 2 | 1 | 0 | 1 |
| BAC 1-11 410/AQ | 79 | 54 | 2 | 1 | 0 | 1 |
| BAC 1-11 419/EP | 79 | 54 | 2 | 0 | 1 | 1 |
| BAC 1-11 422/EQ | 81 | 54 | 2 | 0 | 1 | 1 |
| **F/W MULTI TURBOJET** | | **54** | | **30** | **20** | **50** |
| **TOTAL** | | | | **30** | **20** | **50** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CANADAIR** | | | | | | |
| F-86E MK.6 | 1 | 44 | 1 | 0 | 17 | 17 |
| F-86 MK.5 | 1 | 44 | 1 | 0 | 3 | 3 |
| T-33 | 2 | 44 | 1 | 0 | 26 | 26 |
| CL-44D4 | 181 | 52 | 4 | 8 | 0 | 8 |
| CL-600 CHALLENGER | 13 | 54 | 2 | 0 | 61 | 61 |
| CL-600-2A12 | 19 | 54 | 2 | 0 | 26 | 26 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **46** | **46** |
| **F/W MULTI TURBOPROP** | | **52** | | **8** | **0** | **8** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **87** | **87** |
| **TOTAL** | | | | **8** | **133** | **141** |
| **CESSNA** | | | | | | |
| 208A | 2 | 42 | 1 | 0 | 39 | 39 |
| 402 | 10 | 52 | 2 | 1 | 1 | 2 |
| 414 | 8 | 52 | 2 | 0 | 10 | 10 |
| 421B | 8 | 52 | 2 | 0 | 7 | 7 |
| 421C | 8 | 52 | 2 | 0 | 33 | 33 |
| 425 | 12 | 52 | 2 | 0 | 181 | 181 |
| 441 | 10 | 52 | 2 | 3 | 218 | 221 |
| 500 | 8 | 54 | 2 | 0 | 190 | 190 |
| 501 | 8 | 54 | 2 | 0 | 205 | 205 |
| 550 | 8 | 54 | 2 | 1 | 301 | 302 |
| 551 | 8 | 54 | 2 | 0 | 48 | 48 |
| 552 | 6 | 54 | 2 | 0 | 14 | 14 |
| S550 | 8 | 54 | 2 | 0 | 121 | 121 |
| 552-T47 | 6 | 54 | 2 | 0 | 1 | 1 |
| 650 | 12 | 54 | 2 | 0 | 136 | 136 |
| 208 | 10 | 42 | 1 | 0 | 53 | 53 |
| 337A | 6 | 42 | 1 | 0 | 1 | 1 |
| A-37A | 2 | 54 | 2 | 0 | 2 | 2 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **93** | **93** |
| **F/W MULTI TURBOPROP** | | **52** | | **4** | **450** | **454** |
| **F/W MULTI TURBOJET** | | **54** | | **1** | **1,018** | **1,019** |
| **TOTAL** | | | | **5** | **1,561** | **1,566** |
| **CONSTRUCCIONES AERONAUTICAS SA** | | | | | | |
| C-212 AVIOCAR | 19 | 52 | 2 | 5 | 5 | 10 |
| C-212-CB | 19 | 52 | 2 | 3 | 1 | 4 |
| C-212-CC | 28 | 52 | 2 | 5 | 4 | 9 |
| C-212-100 | 19 | 52 | 2 | 0 | 1 | 1 |
| C-212-200 | 19 | 52 | 2 | 7 | 7 | 14 |
| **F/W MULTI TURBOPROP** | | **52** | | **20** | **18** | **38** |
| **TOTAL** | | | | **20** | **18** | **38** |
| **CONVAIR** | | | | | | |
| 600-240D | 48 | 52 | 2 | 20 | 7 | 27 |
| 340 | 46 | 52 | 2 | 14 | 12 | 26 |
| 340-30 | 46 | 52 | 2 | 0 | 1 | 1 |
| 340-31 | 46 | 52 | 2 | 12 | 9 | 21 |
| 340-32 | 46 | 52 | 2 | 2 | 0 | 2 |
| 580 | 46 | 52 | 2 | 1 | 5 | 6 |
| 640 | 54 | 52 | 2 | 1 | 0 | 1 |
| 640-340D | 46 | 52 | 2 | 12 | 1 | 13 |
| 440 | 54 | 52 | 2 | 17 | 15 | 32 |
| 640-440D | 54 | 52 | 2 | 1 | 0 | 1 |
| F102A | 1 | 44 | 1 | 0 | 1 | 1 |
| NF-106B | 1 | 44 | 1 | 0 | 1 | 1 |
| 30 | 152 | 54 | 4 | 0 | 1 | 1 |
| 30A | 152 | 54 | 4 | 0 | 1 | 1 |
| 22 | 152 | 54 | 4 | 0 | 6 | 6 |
| 22M | 152 | 54 | 4 | 0 | 1 | 1 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **2** | **2** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CONVAIR** | | | | | | |
| **F/W MULTI TURBOPROP** | | **52** | | **80** | **50** | **130** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **9** | **9** |
| **TOTAL** | | | | **80** | **61** | **141** |
| **DASSAULT-BREGUET** | | | | | | |
| FALCON 10 | 7 | 54 | 2 | 0 | 134 | 134 |
| FALCON 20 | 10 | 54 | 2 | 0 | 40 | 40 |
| FALCON 50 | 10 | 54 | 3 | 0 | 122 | 122 |
| MYSTERE FALCON 200 | 13 | 54 | 2 | 0 | 18 | 18 |
| MYSTERE FALCON 900 | 12 | 54 | 3 | 0 | 47 | 47 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **361** | **361** |
| **TOTAL** | | | | **0** | **361** | **361** |
| **DASSAULT-SUD** | | | | | | |
| FAN JET FALCON SER F | 14 | 54 | 2 | 0 | 14 | 14 |
| FAN JET FALCON | 12 | 54 | 2 | 0 | 108 | 108 |
| FAN JET FALCON SER C | 14 | 54 | 2 | 0 | 1 | 1 |
| FAN JET FALCON SER D | 14 | 54 | 2 | 0 | 10 | 10 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **133** | **133** |
| **TOTAL** | | | | **0** | **133** | **133** |
| **DEHAVILLAND** | | | | | | |
| BEAVER DHC-2 MK.3 | 8 | 42 | 1 | 0 | 13 | 13 |
| COMET 4C | 65 | 54 | 4 | 1 | 1 | 2 |
| DH104 DOVE 7AXC | 13 | 52 | 2 | 0 | 1 | 1 |
| DH 112 SEA VENOM | 2 | 44 | 1 | 0 | 3 | 3 |
| VAMPIRE | 3 | 44 | 1 | 0 | 5 | 5 |
| VAMPIRE MK-3 | 3 | 44 | 1 | 0 | 2 | 2 |
| DHC-6 TWIN OTTER | 16 | 52 | 2 | 53 | 64 | 117 |
| DHC-6-200 | 24 | 52 | 2 | 0 | 4 | 4 |
| DHC-6-300 | 22 | 52 | 2 | 5 | 42 | 47 |
| DHC-7-102 | 59 | 52 | 4 | 36 | 7 | 43 |
| DHC-7-103 | 55 | 52 | 4 | 2 | 0 | 2 |
| DHC-5 BUFFALO | 44 | 52 | 2 | 0 | 1 | 1 |
| C-8A BUFFALO | 44 | 52 | 2 | 0 | 1 | 1 |
| DH115 VAMPIRE | 2 | 54 | 2 | 0 | 2 | 2 |
| MK-35 | 2 | 44 | 1 | 0 | 9 | 9 |
| DHC-8 | 39 | 52 | 2 | 21 | 1 | 22 |
| DHC-8-102 | 39 | 52 | 2 | 11 | 2 | 13 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **13** | **13** |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **19** | **19** |
| **F/W MULTI TURBOPROP** | | **52** | | **128** | **123** | **251** |
| **F/W MULTI TURBOJET** | | **54** | | **1** | **3** | **4** |
| **TOTAL** | | | | **129** | **158** | **287** |
| **DORNIER** | | | | | | |
| 228-201 | 20 | 52 | 2 | 8 | 1 | 9 |
| DO.228-200 | 19 | 52 | 2 | 3 | 0 | 3 |
| **F/W MULTI TURBOPROP** | | **52** | | **11** | **1** | **12** |
| **TOTAL** | | | | **11** | **1** | **12** |
| **DOUGLAS** | | | | | | |
| A-4B | 1 | 44 | 1 | 0 | 1 | 1 |
| DC3-S | 32 | 52 | 2 | 0 | 2 | 2 |
| C-133A | 200 | 52 | 4 | 0 | 4 | 4 |
| C133B | 9 | 52 | 4 | 0 | 1 | 1 |
| DC-8 | 152 | 54 | 4 | 0 | 1 | 1 |
| DC-8-21 | 152 | 54 | 4 | 6 | 1 | 9 |
| DC-8-31 | 152 | 54 | 4 | 2 | 0 | 2 |
| DC-8-33 | 152 | 54 | 4 | 3 | 1 | 4 |
| DC-8-51 | 152 | 54 | 4 | 13 | 1 | 14 |
| DC-8-52 | 152 | 54 | 4 | 2 | 1 | 3 |
| DC-8-53 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8F-54 | 152 | 54 | 4 | 13 | 1 | 14 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **DOUGLAS** | | | | | | |
| DC-8-55 | 152 | 54 | 4 | 5 | 0 | 5 |
| DC-8F-55 | 152 | 54 | 4 | 6 | 0 | 6 |
| DC-8-61 | 152 | 54 | 4 | 9 | 5 | 14 |
| DC-8-62 | 152 | 54 | 4 | 12 | 5 | 17 |
| DC-8-62F | 152 | 54 | 4 | 3 | 0 | 3 |
| DC-8-63 | 152 | 54 | 4 | 2 | 5 | 7 |
| DC-8-63F | 152 | 54 | 4 | 4 | 0 | 4 |
| DC-8-72 | 152 | 54 | 4 | 1 | 1 | 2 |
| DC-8-73 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-71F | 152 | 54 | 4 | 15 | 0 | 15 |
| DC-8-73F | 152 | 54 | 4 | 32 | 2 | 34 |
| DC-9 | 85 | 54 | 2 | 4 | 0 | 4 |
| DC-9-14 | 85 | 54 | 2 | 43 | 1 | 44 |
| DC9-15 | 85 | 54 | 2 | 25 | 4 | 29 |
| DC-9-15F | 85 | 54 | 2 | 10 | 1 | 11 |
| DC-9-31 | 85 | 54 | 2 | 173 | 2 | 175 |
| DC-9-32 | 85 | 54 | 2 | 65 | 3 | 68 |
| DC-9-32F | 85 | 54 | 2 | 0 | 3 | 3 |
| DC-9-33F | 85 | 54 | 2 | 4 | 4 | 8 |
| DC-9-41 | 85 | 54 | 2 | 3 | 0 | 3 |
| DC-10-10CF | 345 | 54 | 3 | 2 | 0 | 2 |
| DC-10-30F | 345 | 54 | 3 | 22 | 0 | 22 |
| DC-10-40 | 345 | 54 | 3 | 21 | 0 | 21 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **1** | **1** |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **7** | **7** |
| **F/W MULTI TURBOJET** | | **54** | | **504** | **42** | **546** |
| **TOTAL** | | | | **504** | **50** | **554** |
| **EMBRAER** | | | | | | |
| EMB-110P1 | 20 | 52 | 2 | 76 | 19 | 95 |
| EMB-110P1A | 20 | 52 | 2 | 0 | 2 | 2 |
| EMB-110P2 | 22 | 52 | 2 | 1 | 5 | 6 |
| EMB-120 | 32 | 52 | 2 | 69 | 14 | 83 |
| **F/W MULTI TURBOPROP** | | **52** | | **146** | **40** | **186** |
| **TOTAL** | | | | **146** | **40** | **186** |
| **FAIRCHILD** | | | | | | |
| C-119F | 78 | 54 | 2 | 0 | 3 | 3 |
| C-119G-3E | 52 | 54 | 2 | 0 | 3 | 3 |
| F-27 | 61 | 52 | 2 | 10 | 2 | 12 |
| F-27A | 61 | 52 | 2 | 3 | 0 | 3 |
| F-27B | 61 | 52 | 2 | 1 | 0 | 1 |
| F-27F | 61 | 52 | 2 | 7 | 4 | 11 |
| F-27J | 61 | 52 | 2 | 5 | 0 | 5 |
| FH-227 | 61 | 52 | 2 | 7 | 1 | 8 |
| FH-227B | 61 | 52 | 2 | 3 | 0 | 3 |
| FH-227D | 61 | 52 | 2 | 0 | 1 | 1 |
| SA227-AC | 12 | 52 | 2 | 70 | 66 | 136 |
| SA227-AT | 12 | 52 | 2 | 10 | 2 | 12 |
| PILATUS PC6/B1-H2 | 8 | 42 | 1 | 0 | 2 | 2 |
| PILATUS PC6/B2-H2 | 8 | 42 | 1 | 0 | 1 | 1 |
| PILATUS PC6/C-H2 | 8 | 42 | 1 | 0 | 4 | 4 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **FAIRCHILD** | | | | | | |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 7 | 7 |
| F/W MULTI TURBOPROP | | 52 | | 116 | 76 | 192 |
| F/W MULTI TURBOJET | | 54 | | 0 | 6 | 6 |
| TOTAL | | | | 116 | 89 | 205 |
| **FOKKER** | | | | | | |
| F27 | 41 | 52 | 2 | 4 | 0 | 4 |
| F27-100 | 55 | 52 | 2 | 5 | 0 | 5 |
| F27-200 | 55 | 52 | 2 | 4 | 1 | 5 |
| F27-500 | 55 | 52 | 2 | 33 | 0 | 33 |
| F27 MK 600 | 56 | 52 | 2 | 1 | 0 | 1 |
| F.28 MK 1000 | 69 | 54 | 2 | 23 | 0 | 23 |
| F.28 MK4000 | 69 | 54 | 2 | 24 | 1 | 25 |
| F/W MULTI TURBOPROP | | 52 | | 47 | 1 | 48 |
| F/W MULTI TURBOJET | | 54 | | 47 | 1 | 48 |
| TOTAL | | | | 94 | 2 | 96 |
| **GATES LEAR JET** | | | | | | |
| 24B | 8 | 54 | 2 | 0 | 4 | 4 |
| 24B-A | 8 | 54 | 2 | 0 | 2 | 2 |
| 24D | 8 | 54 | 2 | 0 | 36 | 36 |
| 24E | 8 | 54 | 2 | 0 | 11 | 11 |
| 24F | 8 | 54 | 2 | 0 | 8 | 8 |
| 25 | 10 | 54 | 2 | 0 | 7 | 7 |
| 25B | 10 | 54 | 2 | 0 | 71 | 71 |
| 25C | 10 | 54 | 2 | 0 | 8 | 8 |
| 28 | 9 | 54 | 2 | 0 | 3 | 3 |
| 35 | 10 | 54 | 2 | 0 | 53 | 53 |
| 36A | 10 | 54 | 2 | 0 | 21 | 21 |
| 36 | 10 | 54 | 2 | 0 | 14 | 14 |
| 25D | 10 | 54 | 2 | 2 | 105 | 107 |
| 55 | 13 | 54 | 2 | 0 | 103 | 103 |
| 55B | 13 | 54 | 2 | 0 | 6 | 6 |
| 35A | 10 | 54 | 2 | 1 | 325 | 326 |
| F/W MULTI TURBOJET | | 54 | | 3 | 777 | 780 |
| TOTAL | | | | 3 | 777 | 780 |
| **GLOSTER** | | | | | | |
| METEOR NF-11 | 2 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET | | 54 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **GOVERNMENT AIRCRAFT FACTORIES** | | | | | | |
| N22B | 14 | 52 | 2 | 0 | 5 | 5 |
| N24A | 19 | 52 | 2 | 0 | 15 | 15 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 20 | 20 |
| TOTAL | | | | 0 | 20 | 20 |
| **GROUPMENT D'INTERET ECONOMIQUE** | | | | | | |
| AIRBUS IND. A300B4 | 348 | 54 | 2 | 12 | 0 | 12 |
| A300B4-203 | 341 | 54 | 2 | 29 | 0 | 29 |
| AIRBUS IND A300B4-2C | 348 | 54 | 2 | 3 | 0 | 3 |
| F/W MULTI TURBOJET | | 54 | | 44 | 0 | 44 |
| TOTAL | | | | 44 | 0 | 44 |
| **GRUMMAN** | | | | | | |
| HU 16A | 8 | 52 | 2 | 0 | 1 | 1 |
| HU-16B | 8 | 52 | 2 | 0 | 7 | 7 |
| F9F | 2 | 44 | 1 | 0 | 1 | 1 |
| OV-1A | 2 | 52 | 2 | 0 | 2 | 2 |
| G-21A | 8 | 52 | 2 | 0 | 1 | 1 |
| G-73 | 12 | 52 | 2 | 2 | 0 | 2 |
| G-159 | 21 | 52 | 2 | 4 | 105 | 109 |
| G-1159 | 22 | 54 | 2 | 0 | 110 | 110 |
| G1159B | 122 | 54 | 2 | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | | 44 | | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **GRUMMAN** | | | | | | |
| F/W MULTI TURBOPROP | | 52 | | 6 | 116 | 122 |
| F/W MULTI TURBOJET | | 54 | | 0 | 111 | 111 |
| TOTAL | | | | 6 | 228 | 234 |
| **GRUMMAN AMERICAN AVN. CORP** | | | | | | |
| G-164B | 1 | 42 | 1 | 0 | 1 | 1 |
| G-159 | 21 | 52 | 2 | 0 | 2 | 2 |
| G-1159 | 22 | 54 | 2 | 0 | 36 | 36 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 2 | 2 |
| F/W MULTI TURBOJET | | 54 | | 0 | 36 | 36 |
| TOTAL | | | | 0 | 39 | 39 |
| **GRUMMAN-PRYOR** | | | | | | |
| F9F-2 | 1 | 44 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | | 44 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **GULFSTREAM AEROSPACE** | | | | | | |
| 695A | 11 | 52 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **GULFSTREAM AEROSPACE** | | | | | | |
| G-1159A | 21 | 54 | 2 | 0 | 63 | 63 |
| G1159B | 22 | 54 | 2 | 0 | 27 | 27 |
| G-111 | 19 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET | | 54 | | 0 | 91 | 91 |
| TOTAL | | | | 0 | 91 | 91 |
| **GULFSTREAM AM CORP COMM DIV** | | | | | | |
| 690C | 11 | 52 | 2 | 0 | 25 | 25 |
| 690D | 11 | 52 | 2 | 0 | 25 | 25 |
| 695 | 11 | 52 | 2 | 0 | 8 | 8 |
| 695A | 11 | 52 | 2 | 0 | 36 | 36 |
| G-1159 | 22 | 54 | 2 | 0 | 29 | 29 |
| G-1159A | 21 | 54 | 2 | 0 | 59 | 59 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 94 | 94 |
| F/W MULTI TURBOJET | | 54 | | 0 | 88 | 88 |
| TOTAL | | | | 0 | 182 | 182 |
| **HAMBURGER FLUGZEUGBAU** | | | | | | |
| HFB 320 HANSA | 11 | 54 | 2 | 0 | 14 | 14 |
| F/W MULTI TURBOJET | | 54 | | 0 | 14 | 14 |
| TOTAL | | | | 0 | 14 | 14 |
| **HANDLEY PAGE** | | | | | | |
| HP-137 MK1 | 20 | 52 | 2 | 0 | 15 | 15 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 15 | 15 |
| TOTAL | | | | 0 | 15 | 15 |
| **HAWK INDUSTRIES INC** | | | | | | |
| GAF-HAWK#125 | 1 | 42 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **HAWK INDUSTRIES INC** | | | | | | |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **HAWKER SIDDELEY** | | | | | | |
| DH-125 | 10 | 54 | 2 | 0 | 25 | 25 |
| DH.125-1A | 10 | 54 | 2 | 0 | 13 | 13 |
| DH.125-1A/522 | 10 | 54 | 2 | 0 | 5 | 5 |
| HS.125-1B/522 | 10 | 54 | 2 | 0 | 1 | 1 |
| DH.125-3A | 10 | 54 | 2 | 0 | 9 | 9 |
| DH.125-3A/R | 10 | 54 | 2 | 0 | 3 | 3 |
| DH.125-3A/RA | 10 | 54 | 2 | 0 | 11 | 11 |
| HS-125-1A | 10 | 54 | 2 | 0 | 1 | 1 |
| HS125 SERIES 3B | 10 | 54 | 2 | 0 | 2 | 2 |
| BH.125-400A | 10 | 54 | 2 | 0 | 22 | 22 |
| DH.125-400A | 10 | 54 | 2 | 0 | 28 | 28 |
| HS125 SRS 400A | 14 | 54 | 2 | 0 | 2 | 2 |
| HS125 SERIES 400B | 14 | 54 | 2 | 0 | 1 | 1 |
| HS-125 SERIES F-400 | 14 | 54 | 2 | 0 | 1 | 1 |
| HS-125-600A | 11 | 54 | 2 | 0 | 10 | 10 |
| HS-125-600B | 10 | 54 | 2 | 0 | 2 | 2 |
| HS.125 SERIES 700A | 15 | 54 | 2 | 0 | 72 | 72 |
| HS125 SERIES 700B | 15 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET | | 54 | | 0 | 209 | 209 |
| TOTAL | | | | 0 | 209 | 209 |
| **HEINKEL** | | | | | | |
| *POTEZ-HEINKEL CM 191* | 4 | 54 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOJET | | 54 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **HELIO** | | | | | | |
| HST-550 | 10 | 42 | 1 | 0 | 2 | 2 |
| HST-550A | 10 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 3 | 3 |
| TOTAL | | | | 0 | 3 | 3 |
| **INTERCEPTOR** | | | | | | |
| 400 | 4 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **ISRAEL AIRCRAFT INDUSTRIES** | | | | | | |
| 1121 | 10 | 54 | 2 | 0 | 1 | 1 |
| 1123 | 10 | 54 | 2 | 0 | 22 | 22 |
| 1124 | 10 | 54 | 2 | 0 | 146 | 146 |
| 1124A | 12 | 54 | 2 | 0 | 70 | 70 |
| 1125 WESTWIND ASTRA | 9 | 54 | 2 | 0 | 20 | 20 |
| F/W MULTI TURBOJET | | 54 | | 0 | 259 | 259 |
| TOTAL | | | | 0 | 259 | 259 |
| **LEAR JET** | | | | | | |
| 23 | 8 | 54 | 2 | 0 | 55 | 55 |
| 24 | 8 | 54 | 2 | 0 | 61 | 61 |
| 24A | 8 | 54 | 2 | 0 | 10 | 10 |
| 24B | 8 | 54 | 2 | 0 | 28 | 28 |
| 24D | 8 | 54 | 2 | 0 | 12 | 12 |
| 25 | 10 | 54 | 2 | 0 | 46 | 46 |
| F/W MULTI TURBOJET | | 54 | | 0 | 212 | 212 |
| TOTAL | | | | 0 | 212 | 212 |
| **LOCKHEED** | | | | | | |
| P-3B | 12 | 52 | 4 | 0 | 2 | 2 |
| ER-2 | 1 | 44 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **LOCKHEED** | | | | | | |
| T-33 | 2 | 44 | 1 | 0 | 18 | 18 |
| T-33A | 2 | 44 | 1 | 0 | 30 | 30 |
| T-33B | 2 | 44 | 1 | 0 | 2 | 2 |
| T2V-1A | 2 | 44 | 1 | 0 | 1 | 1 |
| TV-2 | 2 | 44 | 1 | 0 | 4 | 4 |
| F-104N | 1 | 44 | 1 | 0 | 2 | 2 |
| F-104G | 1 | 44 | 1 | 0 | 1 | 1 |
| TF-104G | 1 | 44 | 1 | 0 | 2 | 2 |
| C-130A | 9 | 52 | 4 | 0 | 17 | 17 |
| NC-130B | 9 | 52 | 4 | 0 | 1 | 1 |
| 188A | 102 | 52 | 4 | 18 | 0 | 18 |
| 188C | 102 | 52 | 4 | 26 | 3 | 29 |
| NP-3A | 10 | 52 | 4 | 0 | 1 | 1 |
| 1329 | 8 | 54 | 4 | 0 | 55 | 55 |
| 1329-23A | 12 | 54 | 4 | 0 | 1 | 1 |
| 1329-23D | 8 | 54 | 4 | 0 | 2 | 2 |
| 1329-23E | 12 | 54 | 4 | 0 | 29 | 29 |
| 1329-25 JETSTAR II | 12 | 54 | 4 | 0 | 29 | 29 |
| 382 | 3 | 52 | 4 | 1 | 0 | 1 |
| 382B | 3 | 52 | 4 | 4 | 0 | 4 |
| 382B-7C | 3 | 52 | 4 | 1 | 0 | 1 |
| 382C-44C | 5 | 52 | 4 | 0 | 1 | 1 |
| 382E | 3 | 52 | 4 | 2 | 1 | 3 |
| 382G | 3 | 52 | 4 | 8 | 0 | 8 |
| 382E-44K-20 | 3 | 52 | 4 | 3 | 0 | 3 |
| 382E-44K-30 | 3 | 52 | 4 | 1 | 0 | 1 |
| 382G-44K-30 | 3 | 52 | 4 | 0 | 3 | 3 |
| 300-50A-01 | 158 | 54 | 4 | 0 | 1 | 1 |
| L-1011-200 | 400 | 54 | 3 | 1 | 0 | 1 |
| L-1011-385-1 | 358 | 54 | 3 | 88 | 1 | 89 |
| L-1011-385-1-15 | 400 | 54 | 3 | 13 | 0 | 13 |
| L-1011-385-1-14-15 | 400 | 54 | 3 | 2 | 0 | 2 |
| L-1011-385-3 | 400 | 54 | 3 | 13 | 0 | 13 |
| WP-3D | 21 | 52 | 4 | 0 | 2 | 2 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **61** | **61** |
| **F/W MULTI TURBOPROP** | | **52** | | **64** | **31** | **95** |
| **F/W MULTI TURBOJET** | | **54** | | **117** | **118** | **235** |
| **TOTAL** | | | | **181** | **210** | **391** |
| **LOCKHEED CORPORATION** | | | | | | |
| 1329 731 JETSTAR | 12 | 54 | 4 | 0 | 1 | 1 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **LTV ELECTROSYSTEMS** | | | | | | |
| L450F | 1 | 42 | 1 | 0 | 1 | 1 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MCDONNELL AIRCRAFT CORP** | | | | | | |
| F-4C | 2 | 54 | 2 | 0 | 5 | 5 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **MCDONNELL DOUGLAS** | | | | | | |
| DC-8-33 | 152 | 54 | 4 | 0 | 1 | 1 |
| DC-8-53 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8F-54 | 152 | 54 | 4 | 2 | 0 | 2 |
| DC-8F-55 | 152 | 54 | 4 | 1 | 0 | 1 |
| DC-8-61 | 152 | 54 | 4 | 5 | 2 | 7 |
| DC-8-62 | 152 | 54 | 4 | 8 | 5 | 13 |
| DC-8-62F | 152 | 54 | 4 | 2 | 1 | 3 |
| DC-8-63 | 152 | 54 | 4 | 8 | 0 | 8 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **MCDONNELL DOUGLAS** | | | | | | |
| DC-8-63F | 152 | 54 | 4 | 6 | 0 | 6 |
| DC-8-71 | 152 | 54 | 4 | 36 | 1 | 37 |
| DC-9-15 | 116 | 54 | 2 | 5 | 0 | 5 |
| DC-9-15F | 116 | 54 | 2 | 7 | 2 | 9 |
| DC-9-51 | 139 | 54 | 2 | 61 | 0 | 61 |
| DC-9-31 | 116 | 54 | 2 | 44 | 2 | 46 |
| DC-9-32 | 116 | 54 | 2 | 52 | 6 | 58 |
| DC-9-32F | 116 | 54 | 2 | 2 | 0 | 2 |
| DC-9-33F | 116 | 54 | 2 | 4 | 1 | 5 |
| DC-9-34 | 127 | 54 | 2 | 3 | 0 | 3 |
| DC-9-81 | 116 | 54 | 2 | 29 | 3 | 32 |
| DC-9-82(MD-82) | 172 | 54 | 2 | 286 | 1 | 287 |
| DC-9-83 | 172 | 54 | 2 | 18 | 0 | 18 |
| DC-10-10 | 345 | 54 | 3 | 109 | 0 | 109 |
| DC-10-15 | 385 | 54 | 3 | 6 | 0 | 6 |
| DC-10-30F | 385 | 54 | 3 | 3 | 0 | 3 |
| F-101A | 2 | 54 | 2 | 0 | 1 | 1 |
| F-101F | 2 | 54 | 2 | 0 | 1 | 1 |
| 220 | 12 | 54 | 4 | 0 | 1 | 1 |
| DC-10-10F | 345 | 54 | 3 | 6 | 0 | 6 |
| DC-10-30 | 345 | 54 | 3 | 29 | 0 | 29 |
| **F/W MULTI TURBOJET** | | **54** | | **733** | **28** | **761** |
| **TOTAL** | | | | **733** | **28** | **761** |
| **MCKINNON** | | | | | | |
| G-21C | 9 | 52 | 2 | 0 | 1 | 1 |
| G-21E | 9 | 52 | 2 | 0 | 1 | 1 |
| G21G | 8 | 52 | 2 | 0 | 3 | 3 |
| G21D | 9 | 52 | 2 | 0 | 1 | 1 |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **MESSERSCHMITT-BOLKOW-BLOHM** | | | | | | |
| HANSA HFB 320 | 12 | 54 | 2 | 0 | 1 | 1 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MITSUBISHI** | | | | | | |
| MU-2B | 9 | 52 | 2 | 0 | 21 | 21 |
| MU-2B-15 | 9 | 52 | 2 | 0 | 2 | 2 |
| MU-2B-10 | 9 | 52 | 2 | 0 | 10 | 10 |
| MU-2B-20 | 9 | 52 | 2 | 0 | 59 | 59 |
| MU-2B-26 | 9 | 52 | 2 | 0 | 18 | 18 |
| MU-2B-25 | 10 | 52 | 2 | 0 | 44 | 44 |
| MU-2B-30 | 10 | 52 | 2 | 0 | 20 | 20 |
| MU-2B-35 | 10 | 52 | 2 | 0 | 64 | 64 |
| MU-2B-36 | 10 | 52 | 2 | 0 | 22 | 22 |
| MU-2B-36A | 10 | 52 | 2 | 0 | 21 | 21 |
| MU-2B-26A | 9 | 52 | 2 | 0 | 28 | 28 |
| MU-2B-40 | 10 | 52 | 2 | 0 | 39 | 39 |
| MU-2B-60 | 10 | 52 | 2 | 0 | 94 | 94 |
| TYPE ZERO | 10 | 52 | 2 | 0 | 1 | 1 |
| MU-300 | 11 | 54 | 2 | 0 | 71 | 71 |
| MU-300-10 | 11 | 54 | 2 | 0 | 1 | 1 |
| MU-300-10 | 11 | 54 | 2 | 0 | 6 | 6 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **MITSUBISHI** | | | | | | |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **443** | **443** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **78** | **78** |
| **TOTAL** | | | | **0** | **521** | **521** |
| **MOONEY** | | | | | | |
| M30 | 6 | 42 | 1 | 0 | 1 | 1 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MORANE-SAULNIER** | | | | | | |
| MS760 | 4 | 54 | 2 | 0 | 8 | 8 |
| MS760B | 4 | 54 | 2 | 0 | 9 | 9 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **17** | **17** |
| **TOTAL** | | | | **0** | **17** | **17** |
| **NIHON** | | | | | | |
| YS-11 | 63 | 52 | 2 | 12 | 1 | 13 |
| YS-11A | 66 | 52 | 2 | 3 | 1 | 4 |
| YS-11A-200 | 66 | 52 | 2 | 1 | 0 | 1 |
| YS-11A-500 | 66 | 52 | 2 | 9 | 9 | 18 |
| YS-11A-600 | 66 | 52 | 2 | 10 | 0 | 10 |
| **F/W MULTI TURBOPROP** | | **52** | | **35** | **11** | **46** |
| **TOTAL** | | | | **35** | **11** | **46** |
| **NORD** | | | | | | |
| 262-A | 45 | 52 | 2 | 4 | 2 | 6 |
| 262 A-12 | 31 | 52 | 2 | 4 | 0 | 4 |
| 262B | 31 | 52 | 2 | 0 | 1 | 1 |
| 262A-26 | 31 | 52 | 2 | 1 | 2 | 3 |
| **F/W MULTI TURBOPROP** | | **52** | | **9** | **5** | **14** |
| **TOTAL** | | | | **9** | **5** | **14** |
| **NORTH AMERICAN** | | | | | | |
| F-86 | 1 | 44 | 1 | 0 | 1 | 1 |
| F-86A | 1 | 44 | 1 | 0 | 2 | 2 |
| F-86F | 1 | 44 | 1 | 0 | 6 | 6 |
| F-86L | 1 | 44 | 1 | 0 | 1 | 1 |
| F-100D | 1 | 44 | 1 | 0 | 1 | 1 |
| F-100F | 1 | 44 | 1 | 0 | 7 | 7 |
| FJ-4B | 1 | 44 | 1 | 0 | 1 | 1 |
| T-39A | 6 | 54 | 2 | 0 | 2 | 2 |
| NA-265-40 | 6 | 54 | 2 | 0 | 81 | 81 |
| NA-265-50 | 6 | 54 | 2 | 0 | 1 | 1 |
| NA-265-60 | 6 | 54 | 2 | 0 | 69 | 69 |
| NA-265-70 | 12 | 54 | 2 | 0 | 6 | 6 |
| NA-265-80 | 12 | 54 | 2 | 0 | 11 | 11 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **19** | **19** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **170** | **170** |
| **TOTAL** | | | | **0** | **189** | **189** |
| **NORTHROP** | | | | | | |
| F-20A | 1 | 44 | 1 | 0 | 1 | 1 |
| F-89J | 2 | 54 | 2 | 0 | 1 | 1 |
| T-38A | 2 | 54 | 2 | 0 | 29 | 29 |
| T-38A | 2 | 54 | 2 | 0 | 1 | 1 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **1** | **1** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **31** | **31** |
| **TOTAL** | | | | **0** | **32** | **32** |
| **PARTENAVIA C.A. S.P.A.** | | | | | | |
| AF68TP SERIES 300 | 9 | 52 | 2 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **PARTENAVIA C.A. S.P.A.** | | | | | | |
| F/W MULTI TURBOPROP | | 52 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **PILATUS** | | | | | | |
| PC-6/A | 8 | 42 | 1 | 0 | 3 | 3 |
| PC-6/B1-H2 | 8 | 42 | 1 | 0 | 1 | 1 |
| PC-7 | 2 | 42 | 1 | 0 | 3 | 3 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 7 | 7 |
| TOTAL | | | | 0 | 7 | 7 |
| **PIPER** | | | | | | |
| PE-1 | 4 | 43 | 1 | 0 | 1 | 1 |
| PA-24-400 | 4 | 42 | 1 | 0 | 1 | 1 |
| PA-31T | 8 | 52 | 2 | 4 | 286 | 290 |
| PA-31T1 | 8 | 52 | 2 | 1 | 170 | 171 |
| PA-31T2 | 8 | 52 | 2 | 0 | 62 | 62 |
| PA-31T3 | 8 | 52 | 2 | 3 | 10 | 13 |
| PA-42 | 11 | 52 | 2 | 0 | 61 | 61 |
| PA-42-720 | 11 | 52 | 2 | 0 | 14 | 14 |
| PA-42-720R | 11 | 52 | 2 | 0 | 5 | 5 |
| PA-42-1000 | 11 | 52 | 2 | 1 | 26 | 27 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 1 | 1 |
| F/W S-ENG TURBOSHAFT | | 43 | | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | | 52 | | 9 | 634 | 643 |
| TOTAL | | | | 9 | 636 | 645 |
| **POTEZ** | | | | | | |
| 842 | 26 | 52 | 4 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| **REIMS AVIATION** | | | | | | |
| FT337GP | 6 | 52 | 2 | 0 | 3 | 3 |
| FTB 337G | 6 | 52 | 2 | 0 | 1 | 1 |
| F/W MULTI TURBOPROP | | 52 | | 0 | 4 | 4 |
| TOTAL | | | | 0 | 4 | 4 |
| **REPUBLIC** | | | | | | |
| F-84 | 1 | 44 | 1 | 0 | 2 | 2 |
| F-84F | 1 | 44 | 1 | 0 | 4 | 4 |
| F/W S-ENG TURBOJET | | 44 | | 0 | 6 | 6 |
| TOTAL | | | | 0 | 6 | 6 |
| **ROCKWELL INTERNATIONAL** | | | | | | |
| NA-265-25 | 7 | 54 | 2 | 0 | 1 | 1 |
| NA-265-80 | 12 | 54 | 2 | 0 | 40 | 40 |
| 681B | 11 | 52 | 2 | 0 | 3 | 3 |
| 690 | 11 | 52 | 2 | 0 | 2 | 2 |
| 690A | 11 | 52 | 2 | 1 | 48 | 49 |
| 690B | 11 | 52 | 2 | 0 | 116 | 116 |
| 690C | 11 | 52 | 2 | 0 | 27 | 27 |
| 695A | 11 | 52 | 2 | 0 | 2 | 2 |
| 65 | 12 | 54 | 2 | 0 | 3 | 3 |
| NA-265-60 | 12 | 54 | 2 | 0 | 34 | 34 |
| NA-265-65 | 12 | 54 | 2 | 0 | 59 | 59 |
| 695 | 11 | 52 | 2 | 0 | 32 | 32 |
| NA-265 | 6 | 54 | 2 | 0 | 4 | 4 |
| NA-265-40 | 9 | 54 | 2 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **ROCKWELL INTERNATIONAL** | | | | | | |
| **F/W MULTI TURBOPROP** | | **52** | | **1** | **230** | **231** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **143** | **143** |
| **TOTAL** | | | | **1** | **373** | **374** |
| **SAAB-FAIRCHILD** | | | | | | |
| 340A | 37 | 52 | 2 | 63 | 3 | 66 |
| **F/W MULTI TURBOPROP** | | **52** | | **63** | **3** | **66** |
| **TOTAL** | | | | **63** | **3** | **66** |
| **SHORT BROS** | | | | | | |
| SD3-60 | 39 | 52 | 2 | 39 | 1 | 40 |
| SC7 SERIES 2 | 20 | 52 | 2 | 0 | 2 | 2 |
| SC7 SERIES 3 | 20 | 52 | 2 | 0 | 14 | 14 |
| SD3-30 | 30 | 52 | 2 | 25 | 17 | 42 |
| **F/W MULTI TURBOPROP** | | **52** | | **64** | **34** | **98** |
| **TOTAL** | | | | **64** | **34** | **98** |
| **SHORT BROTHERS LIMITED** | | | | | | |
| SD3-30 VARIANT 200 | 30 | 52 | 2 | 5 | 2 | 7 |
| **F/W MULTI TURBOPROP** | | **52** | | **5** | **2** | **7** |
| **TOTAL** | | | | **5** | **2** | **7** |
| **SIAI-MARCHETTI** | | | | | | |
| SF.260TP | 3 | 42 | 1 | 0 | 1 | 1 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **SUD AVIATION** | | | | | | |
| SE 210 CARAVELLE VIR | 93 | 54 | 2 | 0 | 5 | 5 |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **SWEARINGEN** | | | | | | |
| SA-26AT | 8 | 52 | 2 | 0 | 64 | 64 |
| SA-226T | 8 | 52 | 2 | 6 | 63 | 69 |
| SA226TC | 22 | 52 | 2 | 80 | 33 | 113 |
| SA-226AT | 12 | 52 | 2 | 0 | 8 | 8 |
| SA226-T(B) | 11 | 52 | 2 | 0 | 21 | 21 |
| SA227-AC | 12 | 52 | 2 | 43 | 14 | 57 |
| SA227-AT | 12 | 52 | 2 | 18 | 9 | 27 |
| SA227-TT | 12 | 52 | 2 | 2 | 20 | 22 |
| SA26-T | 8 | 52 | 2 | 0 | 22 | 22 |
| **F/W MULTI TURBOPROP** | | **52** | | **149** | **254** | **403** |
| **TOTAL** | | | | **149** | **254** | **403** |
| **TEMCO** | | | | | | |
| TT-1 | 2 | 44 | 1 | 0 | 6 | 6 |
| TT-1 | 2 | 44 | 1 | 0 | 1 | 1 |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **7** | **7** |
| **TOTAL** | | | | **0** | **7** | **7** |
| **VICKERS** | | | | | | |
| VISCOUNT 700 SERIES | 40 | 52 | 4 | 0 | 1 | 1 |
| VISCOUNT 744 | 53 | 52 | 4 | 0 | 3 | 3 |
| VISCOUNT 745 | 53 | 52 | 4 | 0 | 2 | 2 |
| VISCOUNT 797 | 53 | 52 | 4 | 0 | 12 | 12 |
| VISCOUNT 800 SERIES | 70 | 52 | 4 | 0 | 1 | 1 |
| VISCOUNT 814 | 61 | 52 | 4 | 0 | 1 | 1 |
| VISCOUNT 757 | 53 | 52 | 4 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| VICKERS | | | | | | |
| F/W MULTI TURBOPROP | | 52 | | 0 | 21 | 21 |
| TOTAL | | | | 0 | 21 | 21 |
| WEATHERLY | | | | | | |
| 620TP | 1 | 42 | 1 | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 1 | 1 |
| TOTAL | | | | 0 | 1 | 1 |
| F/W S-ENG TURBOPROP | | 42 | | 0 | 219 | 219 |
| F/W S-ENG TURBOSHAFT | | 43 | | 0 | 1 | 1 |
| F/W S-ENG TURBOJET | | 44 | | 0 | 164 | 164 |
| F/W MULTI TURBOPROP | | 52 | | 1,332 | 5,342 | 6,674 |
| F/W MULTI TURBOJET | | 54 | | 3,994 | 4,436 | 8,430 |
| TOTAL TURBINE A/C | | | | 5,326 | 10,162 | 15,488 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AEROSPATIALE** | | | | | | |
| SA316B ALOUETTE III | 7 | 63 | 1 | 0 | 26 | 26 |
| SE3160 ALOUETTE III | 7 | 63 | 1 | 0 | 8 | 8 |
| SA341G GAZELLE | 5 | 63 | 1 | 0 | 29 | 29 |
| SA315B LAMA | 5 | 63 | 1 | 0 | 45 | 45 |
| SA-360C "DAUPHIN" | 14 | 63 | 1 | 0 | 7 | 7 |
| SA365N | 6 | 63 | 2 | 0 | 10 | 10 |
| AEROSPATIALE | 14 | 63 | 2 | 0 | 2 | 2 |
| AS350B | 6 | 63 | 1 | 0 | 44 | 44 |
| AS350D | 6 | 63 | 2 | 0 | 5 | 5 |
| AS-355E TWIN STAR | 7 | 63 | 2 | 0 | 15 | 15 |
| AS 355 F ECUREUIL | 7 | 63 | 2 | 0 | 38 | 38 |
| AS355F TWINSTAR | 7 | 63 | 2 | 0 | 15 | 15 |
| AS332C SUPER PUMA | 21 | 63 | 2 | 0 | 2 | 2 |
| AS332L | 25 | 63 | 2 | 0 | 2 | 2 |
| AS 355F1 | 7 | 63 | 2 | 0 | 53 | 53 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **301** | **301** |
| **TOTAL** | | | | **0** | **301** | **301** |
| **AGUSTA SPA** | | | | | | |
| AGUSTA A109 | 8 | 63 | 2 | 0 | 36 | 36 |
| A109A | 8 | 63 | 2 | 0 | 3 | 3 |
| A109A II | 8 | 63 | 2 | 0 | 30 | 30 |
| 206A | 5 | 63 | 1 | 0 | 1 | 1 |
| AGUSTA-BELL 206B | 5 | 63 | 1 | 0 | 1 | 1 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **71** | **71** |
| **TOTAL** | | | | **0** | **71** | **71** |
| **AIR & SPACE** | | | | | | |
| 18A | 2 | 61 | 1 | 0 | 24 | 24 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **24** | **24** |
| **TOTAL** | | | | **0** | **24** | **24** |
| **BELL** | | | | | | |
| 47B | 2 | 61 | 1 | 0 | 1 | 1 |
| 47B3 | 2 | 61 | 1 | 0 | 4 | 4 |
| 47D | 2 | 61 | 1 | 0 | 6 | 6 |
| 47D1 | 3 | 61 | 1 | 0 | 101 | 101 |
| 47D1G | 3 | 61 | 1 | 0 | 3 | 3 |
| H-13 | 3 | 61 | 1 | 0 | 8 | 8 |
| H-13D | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13E | 3 | 61 | 1 | 0 | 2 | 2 |
| H-13E | 3 | 61 | 1 | 0 | 7 | 7 |
| TH-13T | 3 | 61 | 1 | 0 | 105 | 105 |
| TH-1F | 6 | 63 | 1 | 0 | 1 | 1 |
| TH-1L | 6 | 63 | 1 | 0 | 10 | 10 |
| 47D5A | 3 | 61 | 1 | 0 | 1 | 1 |
| HTL-3 | 2 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 101 | 101 |
| H13G | 3 | 61 | 1 | 0 | 12 | 12 |
| HTL-6 | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13S | 4 | 63 | 1 | 0 | 7 | 7 |
| 47G-2 | 3 | 61 | 1 | 0 | 163 | 163 |
| H-13H | 3 | 61 | 1 | 0 | 4 | 4 |
| 47H-1 | 3 | 61 | 1 | 0 | 14 | 14 |
| 47G-2A | 3 | 61 | 1 | 0 | 40 | 40 |
| 47G-2A-1 | 3 | 61 | 1 | 0 | 29 | 29 |
| 47G-2A-3B-1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G-3 | 3 | 61 | 1 | 0 | 10 | 10 |
| 47G3B2A | 3 | 61 | 1 | 0 | 14 | 14 |
| 47G-3B | 3 | 61 | 1 | 0 | 41 | 41 |
| 47G-3B-1 | 3 | 61 | 1 | 0 | 158 | 158 |
| 47G-3B-2 | 3 | 61 | 1 | 0 | 64 | 64 |
| 47G-4 | 3 | 61 | 1 | 0 | 34 | 34 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BELL** | | | | | | |
| 47G-4A | 3 | 61 | 1 | 0 | 59 | 59 |
| 47G-5 | 3 | 61 | 1 | 0 | 84 | 84 |
| 47G-5A | 3 | 61 | 1 | 0 | 37 | 37 |
| 47J | 4 | 61 | 1 | 0 | 23 | 23 |
| 47J-2 | 4 | 61 | 1 | 0 | 29 | 29 |
| 47J-2A | 2 | 61 | 1 | 0 | 20 | 20 |
| 47K | 2 | 61 | 1 | 0 | 3 | 3 |
| UH-1E | 6 | 63 | 1 | 0 | 22 | 22 |
| 204 | 6 | 63 | 1 | 0 | 4 | 4 |
| 204-B | 6 | 63 | 1 | 0 | 23 | 23 |
| UH-1H | 15 | 63 | 1 | 0 | 29 | 29 |
| UH-1D | 6 | 63 | 1 | 0 | 1 | 1 |
| VH-1B | 6 | 63 | 1 | 0 | 1 | 1 |
| UH-1L | 6 | 63 | 1 | 0 | 4 | 4 |
| UH-1M | 6 | 63 | 1 | 0 | 2 | 2 |
| UH-1B | 6 | 63 | 1 | 0 | 134 | 134 |
| UH-1F | 6 | 63 | 1 | 0 | 8 | 8 |
| 205A-1 | 15 | 63 | 1 | 0 | 30 | 30 |
| 212 | 15 | 63 | 2 | 0 | 113 | 113 |
| 206 | 4 | 63 | 1 | 0 | 4 | 4 |
| 206B-1 | 4 | 63 | 1 | 0 | 1 | 1 |
| OH-4A | 4 | 63 | 1 | 0 | 1 | 1 |
| 206B-3 | 5 | 63 | 1 | 0 | 25 | 25 |
| 206A | 4 | 63 | 1 | 0 | 65 | 65 |
| 206B | 5 | 63 | 1 | 1 | 1,245 | 1,246 |
| 206L | 5 | 63 | 1 | 0 | 62 | 62 |
| OH-58A | 4 | 63 | 1 | 0 | 1 | 1 |
| OH-13G | 3 | 61 | 1 | 0 | 4 | 4 |
| 214 | 15 | 63 | 1 | 0 | 1 | 1 |
| 214ST | 18 | 63 | 2 | 0 | 10 | 10 |
| 206L-3 | 7 | 63 | 1 | 0 | 137 | 137 |
| 222U | 10 | 63 | 2 | 0 | 21 | 21 |
| 412 | 15 | 63 | 2 | 0 | 53 | 53 |
| 47D1 | 3 | 61 | 1 | 0 | 5 | 5 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 222A | 10 | 63 | 2 | 0 | 1 | 1 |
| 222B | 10 | 63 | 2 | 0 | 8 | 8 |
| 222UT | 10 | 63 | 2 | 0 | 11 | 11 |
| BELL 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 214B | 16 | 63 | 1 | 0 | 2 | 2 |
| 214B-1 | 16 | 63 | 1 | 0 | 6 | 6 |
| 206L-1 | 7 | 63 | 1 | 0 | 372 | 372 |
| 301 | 11 | 63 | 2 | 0 | 2 | 2 |
| 222 | 10 | 63 | 2 | 0 | 44 | 44 |
| 47D1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47D1 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13H | 1 | 61 | 1 | 0 | 3 | 3 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47D1 | 3 | 61 | 1 | 0 | 1 | 1 |
| CH-G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-SUPER C-4 | 3 | 61 | 1 | 0 | 7 | 7 |
| 47G-ELTOMCAT MKII | 3 | 61 | 1 | 0 | 3 | 3 |
| 47G2 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47-G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-3B1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G-3B-1 | 3 | 61 | 1 | 0 | 4 | 4 |
| 47G4 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 4 | 4 |
| 47G-2 | 3 | 61 | 1 | 0 | 3 | 3 |
| 47D1 | 1 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BELL** | | | | | | |
| 47G-2A | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-5 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47D1 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-3B | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-1B | 6 | 63 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 5 | 5 |
| 47D1 | 3 | 61 | 1 | 0 | 2 | 2 |
| 47G | 3 | 61 | 1 | 0 | 3 | 3 |
| 204-HU-1A | 5 | 63 | 1 | 0 | 1 | 1 |
| 47-G2EL TOMCAT | 2 | 61 | 1 | 0 | 1 | 1 |
| 47G-2 | 3 | 61 | 1 | 0 | 4 | 4 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **1,256** | **1,256** |
| **ROTOR TURBOSHAFT** | | **63** | | **1** | **2,463** | **2,464** |
| **TOTAL** | | | | **1** | **3,719** | **3,720** |
| **BOEING V.-COLUMBIA HELICOPTERS** | | | | | | |
| 107-II | 20 | 63 | 2 | 0 | 2 | 2 |
| CH-21C | 21 | 61 | 1 | 0 | 1 | 1 |
| 107-II | 20 | 63 | 2 | 0 | 2 | 2 |
| 234 | 35 | 63 | 2 | 0 | 4 | 4 |
| CH-47(352) | 47 | 63 | 2 | 0 | 2 | 2 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **1** | **1** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **10** | **10** |
| **TOTAL** | | | | **0** | **11** | **11** |
| **BRANTLY** | | | | | | |
| B-2 | 2 | 61 | 1 | 0 | 47 | 47 |
| B-2A | 2 | 61 | 1 | 0 | 9 | 9 |
| B-2B | 2 | 61 | 1 | 0 | 70 | 70 |
| 305 | 5 | 61 | 1 | 0 | 14 | 14 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **140** | **140** |
| **TOTAL** | | | | **0** | **140** | **140** |
| **CONTINENTAL COPTERS INC** | | | | | | |
| JET-CAT JC-1A | 1 | 63 | 1 | 0 | 1 | 1 |
| TOMCAT MK5A | 3 | 61 | 1 | 0 | 19 | 19 |
| TOMCAT MK6B | 3 | 61 | 1 | 0 | 3 | 3 |
| TOMCAT MK6C | 3 | 61 | 1 | 0 | 3 | 3 |
| EL TOMCAT MK-5A | 1 | 61 | 1 | 0 | 1 | 1 |
| TOMCAT MK5A | 3 | 61 | 1 | 0 | 1 | 1 |
| TOMCAT MK-5A (OH-13) | 1 | 61 | 1 | 0 | 1 | 1 |
| TOMCAT MK5A | 3 | 61 | 1 | 0 | 2 | 2 |
| EL TOMCAT MK-5A | 1 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **31** | **31** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **32** | **32** |
| **DELACKNER HELICOPTERS** | | | | | | |
| DH5 | 1 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **ENSTROM** | | | | | | |
| F-28 | 3 | 61 | 1 | 0 | 3 | 3 |
| F-28A | 3 | 61 | 1 | 0 | 144 | 144 |
| F-28C | 3 | 61 | 1 | 0 | 106 | 106 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **ENSTROM** | | | | | | |
| F-28F | 3 | 61 | 1 | 0 | 46 | 46 |
| T-28 | 3 | 63 | 1 | 0 | 2 | 2 |
| 280 | 3 | 63 | 1 | 0 | 12 | 12 |
| 280FX | 3 | 63 | 1 | 0 | 13 | 13 |
| F280 | 3 | 63 | 1 | 0 | 5 | 5 |
| 280C | 3 | 63 | 1 | 0 | 98 | 98 |
| 280F | 3 | 61 | 1 | 0 | 3 | 3 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **302** | **302** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **130** | **130** |
| **TOTAL** | | | | **0** | **432** | **432** |
| **FAIRCHILD HILLER** | | | | | | |
| FH-1100 | 4 | 63 | 1 | 0 | 62 | 62 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **62** | **62** |
| **TOTAL** | | | | **0** | **62** | **62** |
| **HILLER** | | | | | | |
| UH-12 | 4 | 61 | 1 | 0 | 2 | 2 |
| UH-12A | 4 | 61 | 1 | 0 | 28 | 28 |
| OH-23B | 4 | 61 | 1 | 0 | 19 | 19 |
| UH-12B | 4 | 61 | 1 | 0 | 46 | 46 |
| OH-23F | 4 | 61 | 1 | 0 | 2 | 2 |
| H-23B | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12C | 4 | 61 | 1 | 0 | 38 | 38 |
| UH-12D | 4 | 61 | 1 | 0 | 91 | 91 |
| OH-23C | 4 | 61 | 1 | 0 | 14 | 14 |
| H-23D | 4 | 61 | 1 | 0 | 48 | 48 |
| OH-23G | 4 | 61 | 1 | 0 | 21 | 21 |
| UH-12E | 4 | 61 | 1 | 0 | 248 | 248 |
| OH-23D | 4 | 61 | 1 | 0 | 13 | 13 |
| UH-12E-L | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12E | 4 | 63 | 1 | 0 | 14 | 14 |
| JH-12L | 4 | 61 | 1 | 0 | 3 | 3 |
| UH-12E4 | 4 | 63 | 1 | 0 | 10 | 10 |
| UH-12L4 | 4 | 61 | 1 | 0 | 10 | 10 |
| UH-12J3 | 4 | 63 | 1 | 0 | 2 | 2 |
| UH-12ET | 4 | 61 | 1 | 0 | 1 | 1 |
| H23C | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12C | 4 | 61 | 1 | 0 | 3 | 3 |
| FH-1100 | 4 | 63 | 1 | 0 | 2 | 2 |
| UH-12B | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12C | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12E | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12B | 3 | 61 | 1 | 0 | 1 | 1 |
| 12C | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12B | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12D | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12C | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12D | 3 | 61 | 1 | 0 | 2 | 2 |
| UH-12C | 4 | 61 | 1 | 0 | 1 | 1 |
| OH23D | 4 | 61 | 1 | 0 | 1 | 1 |
| OH23G | 4 | 61 | 1 | 0 | 1 | 1 |
| UH12E | 3 | 61 | 1 | 0 | 2 | 2 |
| UH-12C | 4 | 61 | 1 | 0 | 1 | 1 |
| UH-12B | 3 | 61 | 1 | 0 | 2 | 2 |
| UH-12C | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-12 | 4 | 61 | 1 | 0 | 1 | 1 |
| YROE-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **611** | **611** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **28** | **28** |
| **TOTAL** | | | | **0** | **639** | **639** |
| 269A | 2 | 61 | 1 | 0 | 170 | 170 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **HUGHES** | | | | | | |
| 269A-1 | 2 | 61 | 1 | 0 | 16 | 16 |
| 269B | 3 | 61 | 1 | 0 | 117 | 117 |
| 269C | 3 | 61 | 1 | 0 | 311 | 311 |
| 369 | 4 | 63 | 1 | 0 | 1 | 1 |
| 369C | 4 | 63 | 1 | 0 | 1 | 1 |
| 369D | 4 | 63 | 1 | 0 | 313 | 313 |
| 369F | 4 | 63 | 1 | 0 | 10 | 10 |
| 369H | 4 | 63 | 1 | 0 | 4 | 4 |
| 369HE | 4 | 63 | 1 | 0 | 5 | 5 |
| 369HM | 4 | 63 | 1 | 0 | 2 | 2 |
| 369HS | 4 | 63 | 1 | 0 | 198 | 198 |
| 369S | 4 | 63 | 1 | 0 | 1 | 1 |
| 300C | 3 | 63 | 1 | 0 | 1 | 1 |
| 500 | 5 | 63 | 1 | 0 | 2 | 2 |
| 500C | 6 | 63 | 1 | 0 | 4 | 4 |
| 500D | 7 | 63 | 1 | 0 | 9 | 9 |
| OH-6 | 4 | 63 | 1 | 0 | 3 | 3 |
| OH-6A | 4 | 63 | 1 | 0 | 13 | 13 |
| TH-55 | 2 | 61 | 1 | 0 | 49 | 49 |
| 369E | 4 | 63 | 1 | 0 | 52 | 52 |
| 269A | 2 | 61 | 1 | 0 | 2 | 2 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **665** | **665** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **619** | **619** |
| **TOTAL** | | | | **0** | **1,284** | **1,284** |
| **KAMAN** | | | | | | |
| H-43A | 2 | 61 | 1 | 0 | 2 | 2 |
| HH-43B | 12 | 63 | 1 | 0 | 3 | 3 |
| HH-43F | 2 | 61 | 1 | 0 | 10 | 10 |
| K-600 | 2 | 61 | 1 | 0 | 3 | 3 |
| OH-43D | 2 | 61 | 1 | 0 | 1 | 1 |
| HUK-1 | 5 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **17** | **17** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **20** | **20** |
| **KAWASAKI** | | | | | | |
| KV107-11 | 39 | 63 | 2 | 0 | 5 | 5 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **KELLETT** | | | | | | |
| G-1B | 2 | 61 | 1 | 0 | 1 | 1 |
| K-3 | 2 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **LOCKHEED** | | | | | | |
| L-286 | 4 | 62 | 1 | 0 | 2 | 2 |
| **ROTOR TURBOPROP** | | **62** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **MBB** | | | | | | |
| BK 117 A-3 | 8 | 63 | 2 | 0 | 41 | 41 |
| BO 105LS A-3 | 6 | 63 | 2 | 0 | 8 | 8 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **49** | **49** |
| **TOTAL** | | | | **0** | **49** | **49** |
| **MCCULLOCH AIRCRAFT CORP.** | | | | | | |
| J-2 | 2 | 61 | 1 | 0 | 38 | 38 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **MCCULLOCH AIRCRAFT CORP.** | | | | | | |
| **ROTOR REC ENGINE** | | **61** | | **0** | **38** | **38** |
| **TOTAL** | | | | **0** | **38** | **38** |
| **MCDONNELL DOUGLAS HELICOPTER** | | | | | | |
| 369E | 4 | 63 | 1 | 0 | 48 | 48 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **48** | **48** |
| **TOTAL** | | | | **0** | **48** | **48** |
| **MESSERSCHMITT** | | | | | | |
| BO105CBS | 6 | 63 | 2 | 0 | 26 | 26 |
| BK 117 | 11 | 63 | 2 | 0 | 18 | 18 |
| BO-105S | 5 | 63 | 2 | 0 | 80 | 80 |
| BO-105C | 6 | 63 | 2 | 0 | 47 | 47 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **171** | **171** |
| **TOTAL** | | | | **0** | **171** | **171** |
| **PIASECKI** | | | | | | |
| HUP-3 | 2 | 61 | 1 | 0 | 3 | 3 |
| HUP-2 | 2 | 61 | 1 | 0 | 5 | 5 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **PITCAIRN** | | | | | | |
| PA39 | 2 | 61 | 1 | 0 | 1 | 1 |
| PCA2 | 2 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **ROBINSON** | | | | | | |
| ROBINSON SCORPION | 1 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **ROBINSON HELICOPTER** | | | | | | |
| R22 ALPHA | 2 | 61 | 1 | 0 | 47 | 47 |
| R22 BETA | 2 | 61 | 1 | 0 | 109 | 109 |
| R22 | 2 | 61 | 1 | 0 | 175 | 175 |
| R22 MARINER | 2 | 61 | 1 | 0 | 14 | 14 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **345** | **345** |
| **TOTAL** | | | | **0** | **345** | **345** |
| **S N I A S** | | | | | | |
| AS-350C ASTAR | 6 | 63 | 1 | 0 | 2 | 2 |
| SA330J | 19 | 63 | 2 | 0 | 8 | 8 |
| SE 3130 ALOUETTE II | 5 | 63 | 1 | 0 | 1 | 1 |
| SA 3180 ALOUETTE-AST | 5 | 63 | 1 | 0 | 1 | 1 |
| SA 318C ALOUETTE AST | 5 | 63 | 1 | 0 | 15 | 15 |
| AS-350B ECUREUIL | 6 | 63 | 1 | 0 | 52 | 52 |
| AS350D ASTAR | 6 | 63 | 1 | 0 | 167 | 167 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **246** | **246** |
| **TOTAL** | | | | **0** | **246** | **246** |
| **SCHWEIZER** | | | | | | |
| HUGHES 269C | 3 | 61 | 1 | 0 | 31 | 31 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **31** | **31** |
| **TOTAL** | | | | **0** | **31** | **31** |
| **SIKORSKY** | | | | | | |
| R-4B | 3 | 61 | 1 | 0 | 4 | 4 |
| R-6A | 3 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **SIKORSKY** | | | | | | |
| S-51 | 4 | 61 | 1 | 0 | 6 | 6 |
| R-5 | 4 | 61 | 1 | 0 | 1 | 1 |
| S-52-3 | 4 | 61 | 1 | 0 | 10 | 10 |
| H05-S1 | 4 | 61 | 1 | 0 | 6 | 6 |
| S-55 | 12 | 61 | 1 | 0 | 11 | 11 |
| S55B | 12 | 63 | 1 | 0 | 8 | 8 |
| S-55B | 12 | 61 | 1 | 0 | 16 | 16 |
| S-55C | 12 | 61 | 1 | 0 | 3 | 3 |
| H-19A | 12 | 61 | 1 | 0 | 5 | 5 |
| UH-19C | 12 | 61 | 1 | 0 | 3 | 3 |
| UH-19B | 12 | 61 | 1 | 0 | 2 | 2 |
| UH-19D | 12 | 61 | 1 | 0 | 38 | 38 |
| UH-19F | 12 | 61 | 1 | 0 | 2 | 2 |
| H-19D | 12 | 61 | 1 | 0 | 3 | 3 |
| HRS-1 | 12 | 61 | 1 | 0 | 3 | 3 |
| CH-19 | 12 | 61 | 1 | 0 | 2 | 2 |
| CH-19D | 12 | 61 | 1 | 0 | 1 | 1 |
| CH-19E | 12 | 61 | 1 | 0 | 10 | 10 |
| CH37C | 15 | 61 | 1 | 0 | 13 | 13 |
| H-19G | 12 | 61 | 1 | 0 | 7 | 7 |
| S-58T | 18 | 62 | 2 | 4 | 6 | 10 |
| S-58 | 14 | 61 | 1 | 0 | 44 | 44 |
| S-58ET | 14 | 63 | 1 | 0 | 16 | 16 |
| S-58B | 14 | 61 | 1 | 0 | 7 | 7 |
| S-58FT | 14 | 63 | 1 | 0 | 1 | 1 |
| S-58C | 14 | 61 | 1 | 0 | 3 | 3 |
| S-58JT | 14 | 63 | 1 | 0 | 2 | 2 |
| S-58D | 14 | 61 | 1 | 0 | 3 | 3 |
| S-58E | 14 | 63 | 1 | 0 | 3 | 3 |
| H-34 | 14 | 61 | 1 | 0 | 16 | 16 |
| S58E | 14 | 61 | 1 | 0 | 5 | 5 |
| H-34A | 14 | 61 | 1 | 0 | 1 | 1 |
| H-34J | 14 | 61 | 1 | 0 | 7 | 7 |
| S-58J | 14 | 61 | 1 | 0 | 4 | 4 |
| CH34C | 15 | 61 | 1 | 0 | 3 | 3 |
| UH-34D | 14 | 61 | 1 | 0 | 33 | 33 |
| UH-34E | 14 | 61 | 1 | 0 | 2 | 2 |
| UH-34J | 14 | 61 | 1 | 0 | 2 | 2 |
| HSS-1N | 14 | 61 | 1 | 0 | 3 | 3 |
| HSS-2 | 14 | 61 | 1 | 0 | 1 | 1 |
| S-58F | 14 | 61 | 1 | 0 | 1 | 1 |
| S-58H | 14 | 61 | 1 | 0 | 3 | 3 |
| S-58BT | 14 | 63 | 1 | 0 | 3 | 3 |
| S-58DT | 14 | 63 | 1 | 0 | 7 | 7 |
| S-61A | 28 | 63 | 2 | 0 | 4 | 4 |
| S-61 | 26 | 63 | 2 | 0 | 1 | 1 |
| S-61L | 28 | 63 | 2 | 1 | 2 | 3 |
| S-61V | 28 | 63 | 2 | 0 | 1 | 1 |
| S-61N | 28 | 63 | 2 | 2 | 17 | 19 |
| S-61R-10 | 28 | 63 | 2 | 0 | 1 | 1 |
| S62A | 20 | 63 | 1 | 0 | 4 | 4 |
| H-37 | 25 | 61 | 1 | 0 | 1 | 1 |
| S-64E | 3 | 63 | 2 | 0 | 6 | 6 |
| CH37B | 15 | 61 | 1 | 0 | 32 | 32 |
| S-70A-5 | 24 | 63 | 2 | 0 | 1 | 1 |
| S-76A | 14 | 63 | 2 | 0 | 103 | 103 |
| S-76B | 14 | 63 | 2 | 0 | 29 | 29 |
| S-76 | 14 | 63 | 2 | 0 | 41 | 41 |
| S-72 RSRA | 3 | 63 | 2 | 0 | 2 | 2 |
| S-58T | 16 | 63 | 1 | 0 | 7 | 7 |
| S-64E | 4 | 63 | 2 | 0 | 1 | 1 |
| S-55 | 2 | 61 | 1 | 0 | 4 | 4 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **SIKORSKY** | | | | | | |
| **ROTOR REC ENGINE** | | **61** | | **0** | **322** | **322** |
| **ROTOR TURBOPROP** | | **62** | | **4** | **6** | **10** |
| **ROTOR TURBOSHAFT** | | **63** | | **3** | **260** | **263** |
| **TOTAL** | | | | **7** | **588** | **595** |
| **SUD AVIATION** | | | | | | |
| SA316B ALOUETTE III | 5 | 63 | 1 | 0 | 8 | 8 |
| SA 318C ALOUETTE AST | 5 | 63 | 1 | 0 | 5 | 5 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **13** | **13** |
| **TOTAL** | | | | **0** | **13** | **13** |
| **TEXAS HELICOPTER CORP** | | | | | | |
| OH-13E | 3 | 61 | 1 | 0 | 1 | 1 |
| OH-13E/M74 | 1 | 61 | 1 | 0 | 11 | 11 |
| OH-13H/M74A | 1 | 61 | 1 | 0 | 15 | 15 |
| M74L | 1 | 61 | 1 | 0 | 2 | 2 |
| M79S | 1 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **30** | **30** |
| **TOTAL** | | | | **0** | **30** | **30** |
| **TIMBER CHOPPERS** | | | | | | |
| KAMAN HH-43B/F | 2 | 63 | 1 | 0 | 2 | 2 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **VERTOL** | | | | | | |
| 42A | 21 | 61 | 1 | 0 | 3 | 3 |
| H21B | 21 | 61 | 1 | 0 | 5 | 5 |
| 107 | 20 | 63 | 2 | 0 | 1 | 1 |
| 107-II | 20 | 63 | 2 | 0 | 5 | 5 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **8** | **8** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **14** | **14** |
| **WESTLAND HELICOPTERS LTD** | | | | | | |
| WS-55-3 | 12 | 63 | 1 | 0 | 1 | 1 |
| WG30 | 24 | 63 | 2 | 0 | 9 | 9 |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **10** | **10** |
| **TOTAL** | | | | **0** | **10** | **10** |
| **YOUNG BRINTON O C** | | | | | | |
| BRINTON EXEC | 21 | 61 | 10 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **ROTOR REC ENGINE** | | **61** | | **0** | **3,836** | **3,836** |
| **ROTOR TURBOPROP** | | **62** | | **4** | **8** | **12** |
| **ROTOR TURBOSHAFT** | | **63** | | **4** | **4,498** | **4,502** |
| **TOTAL ROTOR A/C** | | | | **8** | **8,342** | **8,350** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **AB FLYGINDUSTRI** | | | | | | |
| JS WEIHE | 1 | 10 | 0 | 0 | 3 | 3 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **AER-PEGASO** | | | | | | |
| M-100S | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **ALSEMA** | | | | | | |
| SAGITTA | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **APPLEBAY SAILPLANES** | | | | | | |
| ZUNI II | 1 | 10 | 0 | 0 | 3 | 3 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **ASTRO** | | | | | | |
| SISU 1A | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **AVIONAUTICA RIO** | | | | | | |
| M-100S | 1 | 10 | 0 | 0 | 4 | 4 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **BLANIK** | | | | | | |
| L-13 | 2 | 10 | 0 | 0 | 165 | 165 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **165** | **165** |
| **TOTAL** | | | | **0** | **165** | **165** |
| **BOLKOW** | | | | | | |
| PHOEBUS | 1 | 10 | 0 | 0 | 4 | 4 |
| PHOEBUS A-1 | 1 | 10 | 0 | 0 | 8 | 8 |
| PHOEBUS B-1 | 1 | 10 | 0 | 0 | 4 | 4 |
| PHOEBUS C | 1 | 10 | 0 | 0 | 8 | 8 |
| PHOEBUS C-1 | 1 | 10 | 0 | 0 | 5 | 5 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **29** | **29** |
| **TOTAL** | | | | **0** | **29** | **29** |
| **BURKHART GROB** | | | | | | |
| G 103 TWIN II | 2 | 10 | 0 | 0 | 27 | 27 |
| G-109B | 2 | 11 | 1 | 0 | 32 | 32 |
| G-103A TWIN II ACRO | 2 | 10 | 0 | 0 | 30 | 30 |
| G102 ASTIR CS | 1 | 10 | 0 | 0 | 58 | 58 |
| G102 STANDARD III | 1 | 10 | 0 | 0 | 8 | 8 |
| G103 TWIN ASTIR | 2 | 10 | 0 | 0 | 55 | 55 |
| SPEED ASTIR II | 1 | 10 | 0 | 0 | 12 | 12 |
| SPEED ASTIR II B | 1 | 10 | 0 | 0 | 5 | 5 |
| STANDARD ASTIR II | 1 | 10 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **BURKHART GROB** | | | | | | |
| **GLIDER NO ENGINE** | | **10** | | **0** | **196** | **196** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **32** | **32** |
| **TOTAL** | | | | **0** | **228** | **228** |
| **BURR** | | | | | | |
| HB-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **CAMERON BALLOONS** | | | | | | |
| D-38 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **CAPRONI VIZZOLA** | | | | | | |
| CALIF A-21 | 2 | 10 | 0 | 0 | 6 | 6 |
| CALIF A-21SJ | 2 | 14 | 1 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **CARMAM S A** | | | | | | |
| M-200 | 2 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **CENTRAIR** | | | | | | |
| 101 | 1 | 10 | 0 | 0 | 2 | 2 |
| 101A | 1 | 10 | 0 | 0 | 29 | 29 |
| 101AP | 1 | 10 | 0 | 0 | 5 | 5 |
| 101RC | 1 | 10 | 0 | 0 | 2 | 2 |
| ASW20F | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **39** | **39** |
| **TOTAL** | | | | **0** | **39** | **39** |
| **DELTA** | | | | | | |
| PIRAT SZD-30 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **DOKTOR FIBERGLAS** | | | | | | |
| H101 SALTO | 1 | 10 | 0 | 0 | 3 | 3 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **E. SCHNEIDER** | | | | | | |
| GRUNAU BABY IIB | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **EIRIAVION OY** | | | | | | |
| PIK 20 | 1 | 10 | 0 | 0 | 1 | 1 |
| PIK 20B | 1 | 10 | 0 | 0 | 20 | 20 |
| PIK 20D | 1 | 10 | 0 | 0 | 29 | 29 |
| PIK 20E | 1 | 11 | 1 | 0 | 24 | 24 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **EIRIAVION OY** | | | | | | |
| **GLIDER NO ENGINE** | | **10** | | **0** | **50** | **50** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **24** | **24** |
| **TOTAL** | | | | **0** | **74** | **74** |
| **ELAN/GLASER DIRKS** | | | | | | |
| DG-300 ELAN | 1 | 10 | 0 | 0 | 6 | 6 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **ENTWICKLUNGSGEMEINSCHAFT** | | | | | | |
| PHOEBUS B1 | 1 | 10 | 0 | 0 | 3 | 3 |
| PHOEBUS C | 1 | 10 | 0 | 0 | 3 | 3 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **FIBERA** | | | | | | |
| KK-I-E UTU | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **FLUG & FAHRZEUGWERKE** | | | | | | |
| DIAMANT 16.5 | 1 | 10 | 0 | 0 | 5 | 5 |
| FFA HBV-DIAMANT 16.5 | 1 | 10 | 0 | 0 | 16 | 16 |
| HBV DIAMANT 18 | 1 | 10 | 0 | 0 | 5 | 5 |
| HBV DIAMANT | 1 | 10 | 0 | 0 | 4 | 4 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **30** | **30** |
| **TOTAL** | | | | **0** | **30** | **30** |
| **FRANKFORT** | | | | | | |
| GLIDER B | 2 | 10 | 0 | 0 | 1 | 1 |
| XTG-1 | 2 | 10 | 0 | 0 | 1 | 1 |
| TG-1A | 2 | 10 | 0 | 0 | 3 | 3 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **FRANKLIN GLIDER** | | | | | | |
| PS-2 | 1 | 10 | 0 | 0 | 4 | 4 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **GEPGYAR** | | | | | | |
| R-26S GOBE | 2 | 10 | 0 | 0 | 1 | 1 |
| DG-400M/17 | 1 | 11 | 1 | 0 | 3 | 3 |
| DG-200 | 1 | 10 | 0 | 0 | 11 | 11 |
| DG-202 | 1 | 10 | 0 | 0 | 2 | 2 |
| DG-100G | 1 | 10 | 0 | 0 | 9 | 9 |
| DG-100 | 1 | 10 | 0 | 0 | 7 | 7 |
| BS-1 | 1 | 10 | 0 | 0 | 3 | 3 |
| HORNET C | 1 | 10 | 0 | 0 | 2 | 2 |
| H 301 | 1 | 10 | 0 | 0 | 1 | 1 |
| H 301 LIBELLE | 1 | 10 | 0 | 0 | 34 | 34 |
| H 301 B LIBELLE | 1 | 10 | 0 | 0 | 8 | 8 |
| STANDARD LIBELLE | 1 | 10 | 0 | 0 | 67 | 67 |
| KESTREL | 1 | 10 | 0 | 0 | 15 | 15 |
| ST LIBELLE 201B | 1 | 10 | 0 | 0 | 36 | 36 |
| CLUB LIBELLE 205 | 1 | 10 | 0 | 0 | 3 | 3 |
| 304 | 1 | 10 | 0 | 0 | 1 | 1 |
| 604 | 1 | 10 | 0 | 0 | 5 | 5 |
| MOSQUITO | 1 | 10 | 0 | 0 | 34 | 34 |

US REGISTERED CIVIL AIRCRAFT
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GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **GEPGYAR** | | | | | | |
| II-B-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **240** | **240** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **243** | **243** |
| **HELISOAR** | | | | | | |
| HP-10 | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **I.C.A.-BRASOV (ROMANIA)** | | | | | | |
| IS-28B2 | 2 | 10 | 0 | 0 | 48 | 48 |
| IS-29D | 1 | 10 | 0 | 0 | 6 | 6 |
| IS-29D2 | 1 | 10 | 0 | 0 | 5 | 5 |
| IS-32 | 1 | 10 | 1 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **61** | **61** |
| **TOTAL** | | | | **0** | **61** | **61** |
| **KURSAWE** | | | | | | |
| KIRBY GULL | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **LAISTER SAILPLANE INC.** | | | | | | |
| LP-15 | 1 | 10 | 0 | 0 | 7 | 7 |
| LP-46 | 1 | 10 | 0 | 0 | 2 | 2 |
| LP-49 | 1 | 10 | 0 | 0 | 13 | 13 |
| LP-15 | 1 | 10 | 0 | 0 | 3 | 3 |
| LP-15B | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **27** | **27** |
| **TOTAL** | | | | **0** | **27** | **27** |
| **LAISTER-KAUFFMAN** | | | | | | |
| LK-10A | 2 | 10 | 0 | 0 | 38 | 38 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **38** | **38** |
| **TOTAL** | | | | **0** | **38** | **38** |
| **MILLER,EDWARD B.** | | | | | | |
| UT-1GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **MOLINO OY** | | | | | | |
| PIK-20 | 1 | 10 | 0 | 0 | 33 | 33 |
| PIK-20B | 1 | 10 | 0 | 0 | 7 | 7 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **40** | **40** |
| **TOTAL** | | | | **0** | **40** | **40** |
| **MOSWEY-SEGELFLUGZEUG-WERKE** | | | | | | |
| MOSWEY III | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **N. V. VLIEGTUIGBOUW** | | | | | | |
| SAGITTA 013 | 1 | 10 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
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GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **N. V. VLIEGTUIGBOUW** | | | | | | |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **NELSON** | | | | | | |
| BB-1 | 2 | 11 | 1 | 0 | 2 | 2 |
| PG-185-B | 2 | 11 | 1 | 0 | 4 | 4 |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **OBERLERCHNER** | | | | | | |
| MG23 | 1 | 10 | 0 | 0 | 1 | 1 |
| MG23SL | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **OLYMPIA** | | | | | | |
| EON MARK II | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **PDPS PZL BIELSKO BIALA** | | | | | | |
| JANTAR 2B SZD-42-2 | 1 | 10 | 0 | 0 | 3 | 3 |
| SZD-45A OGAR | 2 | 11 | 1 | 0 | 9 | 9 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **3** | **3** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **9** | **9** |
| **TOTAL** | | | | **0** | **12** | **12** |
| **PETERSON SAILPLANE-POLY IND.** | | | | | | |
| J-4 | 1 | 10 | 0 | 0 | 4 | 4 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **PILATUS** | | | | | | |
| B4-PC11AF | 1 | 10 | 0 | 0 | 10 | 10 |
| B-4 | 2 | 10 | 0 | 0 | 13 | 13 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **23** | **23** |
| **TOTAL** | | | | **0** | **23** | **23** |
| **PIPER** | | | | | | |
| TG-8 | 3 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **PRATT READ** | | | | | | |
| PR-G1 | 2 | 10 | 0 | 0 | 15 | 15 |
| LNE-1 | 2 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **17** | **17** |
| **TOTAL** | | | | **0** | **17** | **17** |
| **PREISS** | | | | | | |
| RHJ-7 | 1 | 10 | 0 | 0 | 1 | 1 |
| RHJ-9 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **ROLLADEN-SCHNEIDER** | | | | | | |
| LS-4 | 1 | 10 | 0 | 0 | 50 | 50 |

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| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **ROLLADEN-SCHNEIDER** | | | | | | |
| LS 4A | 1 | 10 | 0 | 0 | 23 | 23 |
| LS-3 | 1 | 10 | 0 | 0 | 26 | 26 |
| LS1-F | 1 | 10 | 0 | 0 | 14 | 14 |
| LS3-A | 1 | 10 | 0 | 0 | 34 | 34 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **147** | **147** |
| **TOTAL** | | | | **0** | **147** | **147** |
| **S.Z.D.** | | | | | | |
| SZD-48 JANTAR STD 2 | 2 | 10 | 0 | 0 | 8 | 8 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **SCHEIBE** | | | | | | |
| BERGFALKE II-55 | 2 | 10 | 0 | 0 | 5 | 5 |
| SF-25A | 1 | 11 | 1 | 0 | 1 | 1 |
| SF-24 MOTORSPATZ | 1 | 11 | 1 | 0 | 1 | 1 |
| SF-25B FALKE | 2 | 11 | 1 | 0 | 2 | 2 |
| SF-25E SUPER-FALKE | 2 | 11 | 1 | 0 | 1 | 1 |
| SF-24A MOTORSPATZ | 1 | 11 | 1 | 0 | 1 | 1 |
| SF-26 STANDARD | 1 | 10 | 0 | 0 | 1 | 1 |
| SF 27 M | 1 | 11 | 1 | 0 | 3 | 3 |
| SF-28A TANDEM-FALKE | 2 | 11 | 1 | 0 | 3 | 3 |
| L SPATZ-55 | 1 | 10 | 0 | 0 | 6 | 6 |
| L SPATZ III | 2 | 10 | 0 | 0 | 2 | 2 |
| ZUGVOGEL IIIA | 1 | 10 | 0 | 0 | 3 | 3 |
| ZUGVOGEL IIIB | 1 | 10 | 0 | 0 | 3 | 3 |
| SPATZ B, 105 | 2 | 10 | 0 | 0 | 1 | 1 |
| NIMBUS II | 1 | 10 | 0 | 0 | 4 | 4 |
| CIRRUS | 1 | 10 | 0 | 0 | 22 | 22 |
| STANDARD CIRRUS | 1 | 10 | 0 | 0 | 75 | 75 |
| NIMBUS-2B | 1 | 10 | 0 | 0 | 1 | 1 |
| MINI-NIMBUS B | 1 | 10 | 0 | 0 | 5 | 5 |
| MINI-NIMBUS HS7 | 1 | 10 | 0 | 0 | 8 | 8 |
| K8B | 1 | 10 | 0 | 0 | 1 | 1 |
| DISCUS B | 1 | 10 | 0 | 0 | 34 | 34 |
| DISCUS A | 1 | 10 | 0 | 0 | 10 | 10 |
| SHK1 | 1 | 10 | 0 | 0 | 8 | 8 |
| STANDARD AUSTRIA S | 1 | 10 | 0 | 0 | 7 | 7 |
| STANDARD AUSTRIA SH | 1 | 10 | 0 | 0 | 2 | 2 |
| STANDARD AUSTRIA SH1 | 1 | 10 | 0 | 0 | 9 | 9 |
| NIMBUS 3 | 1 | 10 | 0 | 0 | 12 | 12 |
| NIMBUS 3T | 1 | 10 | 0 | 0 | 2 | 2 |
| NIMBUS 3/24.5 | 1 | 10 | 0 | 0 | 8 | 8 |
| JANUS CT | 2 | 10 | 0 | 0 | 1 | 1 |
| VENTUS-B | 1 | 10 | 0 | 0 | 34 | 34 |
| VENTUS A/16.6 | 1 | 10 | 0 | 0 | 4 | 4 |
| VENTUS BT | 1 | 10 | 0 | 0 | 12 | 12 |
| VENTUS B/16.6 | 1 | 10 | 0 | 0 | 25 | 25 |
| MINI-NIMBUS C | 1 | 10 | 0 | 0 | 9 | 9 |
| VENTUS A | 1 | 10 | 0 | 0 | 10 | 10 |
| JANUS | 2 | 10 | 0 | 0 | 3 | 3 |
| JANUS B | 2 | 10 | 0 | 0 | 2 | 2 |
| JANUS C | 2 | 10 | 0 | 0 | 6 | 6 |
| NIMBUS-2C | 1 | 10 | 0 | 0 | 3 | 3 |
| SF-24B MOTORSPATZ | 1 | 11 | 1 | 0 | 1 | 1 |
| AS-K13 | 2 | 10 | 0 | 0 | 15 | 15 |
| ASK-14 | 1 | 11 | 1 | 0 | 8 | 8 |
| ASK-21 | 2 | 10 | 0 | 0 | 31 | 31 |
| ASK-23 | 2 | 10 | 0 | 0 | 3 | 3 |
| AS-W12 | 1 | 10 | 0 | 0 | 6 | 6 |
| ASW-15 | 1 | 10 | 0 | 0 | 29 | 29 |
| ASW-15B | 1 | 10 | 0 | 0 | 7 | 7 |

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|---|---|---|---|---|---|---|
| **SCHEIBE** | | | | | | |
| ASW-20C | 1 | 10 | 0 | 0 | 27 | 27 |
| ASW-20L | 1 | 10 | 0 | 0 | 5 | 5 |
| ASW-19B | 1 | 10 | 0 | 0 | 18 | 18 |
| ASW-20 | 1 | 10 | 0 | 0 | 88 | 88 |
| ASW-17 | 1 | 10 | 0 | 0 | 10 | 10 |
| ASW-19 | 1 | 10 | 0 | 0 | 39 | 39 |
| ASW22 | 1 | 10 | 0 | 0 | 5 | 5 |
| ASW-20BL | 1 | 10 | 0 | 0 | 8 | 8 |
| ASW-24 | 2 | 10 | 0 | 0 | 9 | 9 |
| ASW20B | 1 | 10 | 0 | 0 | 18 | 18 |
| KA 6 | 1 | 10 | 0 | 0 | 2 | 2 |
| KA 6 B | 1 | 10 | 0 | 0 | 2 | 2 |
| KA 6 BR | 1 | 10 | 0 | 0 | 5 | 5 |
| K 6 CR | 1 | 10 | 0 | 0 | 9 | 9 |
| KA 6 CR | 1 | 10 | 0 | 0 | 32 | 32 |
| K 6 CR-PE | 1 | 10 | 0 | 0 | 1 | 1 |
| KA 6 CR-PE | 1 | 10 | 0 | 0 | 2 | 2 |
| KA 6 E | 1 | 10 | 0 | 0 | 22 | 22 |
| K 7 | 2 | 10 | 0 | 0 | 17 | 17 |
| KA 7 | 2 | 10 | 0 | 0 | 2 | 2 |
| K 8 | 1 | 10 | 0 | 0 | 1 | 1 |
| K 8 B | 1 | 10 | 0 | 0 | 19 | 19 |
| KA 8 B | 1 | 10 | 0 | 0 | 2 | 2 |
| RHONLERCHE II | 2 | 10 | 0 | 0 | 3 | 3 |
| ASW-20CL | 1 | 10 | 0 | 0 | 3 | 3 |
| CONDOR IV.2 | 2 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **779** | **779** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **21** | **21** |
| **TOTAL** | | | | **0** | **800** | **800** |
| **SCHNEIDER** | | | | | | |
| ES 59 ARROW | 1 | 10 | 0 | 0 | 1 | 1 |
| ES60/II BOOMERANG | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **SCHWEIZER** | | | | | | |
| SGS 1-23 | 1 | 10 | 0 | 0 | 11 | 11 |
| SGS1-23B | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23D | 1 | 10 | 0 | 0 | 5 | 5 |
| SGS 1-23E | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23F | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23C | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23G | 1 | 10 | 0 | 0 | 6 | 6 |
| SGS 1-23H | 1 | 10 | 0 | 0 | 7 | 7 |
| SGS 1-23HM | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-23H-15 | 1 | 10 | 0 | 0 | 11 | 11 |
| SGS-1-24 | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS 1-26 | 1 | 10 | 0 | 0 | 22 | 22 |
| SGS 1-26A | 1 | 10 | 0 | 0 | 75 | 75 |
| SGS 1-26B | 1 | 10 | 0 | 0 | 118 | 118 |
| SGS 1-26C | 1 | 10 | 0 | 0 | 70 | 70 |
| SGS 1-26D | 1 | 10 | 0 | 0 | 59 | 59 |
| SGS 1-26E | 1 | 10 | 0 | 0 | 158 | 158 |
| SGS 1-34 | 1 | 10 | 0 | 0 | 64 | 64 |
| SGS 1-34R | 1 | 10 | 0 | 0 | 6 | 6 |
| SGS-1-35 | 1 | 10 | 0 | 0 | 47 | 47 |
| SGS 1-35A | 1 | 10 | 0 | 0 | 2 | 2 |
| SGS-1-35C | 1 | 10 | 0 | 0 | 34 | 34 |
| SGS 1-36 | 1 | 10 | 0 | 0 | 38 | 38 |
| SGS 2-8 | 2 | 10 | 0 | 0 | 15 | 15 |
| SGS 2-32 | 3 | 10 | 0 | 0 | 57 | 57 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **SCHWEIZER** | | | | | | |
| SGS 2-32PN | 1 | 11 | 1 | 0 | 1 | 1 |
| SGS 2-33AK | 3 | 10 | 0 | 0 | 3 | 3 |
| SGU-1-19 | 1 | 10 | 0 | 0 | 17 | 17 |
| SGU-1-20 | 1 | 10 | 0 | 0 | 2 | 2 |
| SGU 2-22 | 2 | 10 | 0 | 0 | 17 | 17 |
| SGU 2-22A | 2 | 10 | 0 | 0 | 1 | 1 |
| SGU 2-22C | 2 | 10 | 0 | 0 | 27 | 27 |
| SGU 2-22CK | 2 | 10 | 0 | 0 | 11 | 11 |
| SGU 2-22E | 2 | 10 | 0 | 0 | 49 | 49 |
| SGU 2-22EK | 2 | 10 | 0 | 0 | 5 | 5 |
| TG3A | 2 | 10 | 0 | 0 | 16 | 16 |
| TSC-1A2 | 2 | 11 | 1 | 0 | 1 | 1 |
| SGS 2-25 | 2 | 10 | 0 | 0 | 1 | 1 |
| SGS 2-33 | 2 | 10 | 0 | 0 | 55 | 55 |
| SGS 2-33A | 2 | 10 | 0 | 0 | 320 | 320 |
| SGS 1-26C | 1 | 10 | 0 | 0 | 1 | 1 |
| SGS1-21 | 1 | 10 | 0 | 0 | 3 | 3 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1,339** | **1,339** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **1,341** | **1,341** |
| **SHEMPP-HIRTH** | | | | | | |
| DISCUS | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **SIREN** | | | | | | |
| EDELWEISS C.30.S. | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **SLINGSBY** | | | | | | |
| KIRBY KITE | 1 | 10 | 0 | 0 | 1 | 1 |
| SWALLOW TYPE T.45 | 1 | 10 | 0 | 0 | 2 | 2 |
| TYPE T-50 SKYLARK 4 | 1 | 10 | 0 | 0 | 2 | 2 |
| DART T.51 | 1 | 10 | 0 | 0 | 8 | 8 |
| CAPSTAN TYPE 49B | 2 | 10 | 0 | 0 | 1 | 1 |
| T-53B | 2 | 10 | 0 | 0 | 6 | 6 |
| T59D KESTREL 19 | 2 | 10 | 0 | 0 | 4 | 4 |
| HP-14 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **25** | **25** |
| **TOTAL** | | | | **0** | **25** | **25** |
| **SPORT-FLUGZEUBAU** | | | | | | |
| GOPPINGEN 3 MINAMOA | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **SPORTAVIA-PUTZER** | | | | | | |
| FOURNIER R.F.4.D | 1 | 11 | 1 | 0 | 15 | 15 |
| FOURNIER R.F.5 | 2 | 11 | 1 | 0 | 1 | 1 |
| SFS31 | 1 | 11 | 1 | 0 | 2 | 2 |
| RF5B SPERBER | 2 | 11 | 1 | 0 | 13 | 13 |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **31** | **31** |
| **TOTAL** | | | | **0** | **31** | **31** |
| **START & FLUG GMBH.** | | | | | | |
| H1C1 "SALTO" | 1 | 10 | 0 | 0 | 8 | 8 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **START & FLUG GMBH.** | | | | | | |
| **GLIDER NO ENGINE** | | **10** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **SZYBOWCOWY ZAKLAD DOSWIADCZALN** | | | | | | |
| SZD-24-4A "FOKA"-4 | 1 | 10 | 0 | 0 | 2 | 2 |
| SZD-24C FOKA | 1 | 10 | 0 | 0 | 2 | 2 |
| SZD-36-A | 1 | 10 | 0 | 0 | 2 | 2 |
| SZD-38A JANTAR-1 | 1 | 10 | 0 | 0 | 2 | 2 |
| JANTAR-2A-SZD 42-1 | 1 | 10 | 0 | 0 | 10 | 10 |
| 41A JANTAR STANDARD | 1 | 10 | 0 | 0 | 16 | 16 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **34** | **34** |
| **TOTAL** | | | | **0** | **34** | **34** |
| **VALENTIN GMBH** | | | | | | |
| TAIFUN 17E | 2 | 11 | 1 | 0 | 24 | 24 |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **24** | **24** |
| **TOTAL** | | | | **0** | **24** | **24** |
| **VASAMA** | | | | | | |
| PIK-16C | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **VICKERS-SLINGSBY** | | | | | | |
| T65A | 1 | 10 | 0 | 0 | 8 | 8 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **8** | **8** |
| **TOTAL** | | | | **0** | **8** | **8** |
| **VLIEGTUIGBOUW** | | | | | | |
| SAGITTA-013 | 1 | 10 | 0 | 0 | 2 | 2 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **WAGGON UND MASCHINENBAU** | | | | | | |
| PHOEBUS C | 1 | 10 | 0 | 0 | 3 | 3 |
| PHOEBUS B1 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **4** | **4** |
| **TOTAL** | | | | **0** | **4** | **4** |
| **WARSZTATY SZYBOWCOWE** | | | | | | |
| ORLIK | 1 | 10 | 0 | 0 | 1 | 1 |
| LO-150 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **2** | **2** |
| **TOTAL** | | | | **0** | **2** | **2** |
| **1CA-BRASOV** | | | | | | |
| 1S-28M2 | 2 | 11 | 1 | 0 | 5 | 5 |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **5** | **5** |
| **GLIDER NO ENGINE** | | **10** | | **0** | **3,390** | **3,390** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **157** | **157** |
| **TOTAL GLIDER A/C** | | | | **0** | **3,547** | **3,547** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
MANUFACTURE-BALLOON/DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **ADAMS BALLOON** | | | | | | |
| A50S | 0 | 20 | 0 | 0 | 31 | 31 |
| A55 | 0 | 20 | 0 | 0 | 49 | 49 |
| A55S | 0 | 20 | 0 | 0 | 54 | 54 |
| A50SC | 0 | 20 | 0 | 0 | 1 | 1 |
| L.D. | 0 | 20 | 0 | 0 | 1 | 1 |
| L D-S | 0 | 20 | 0 | 0 | 6 | 6 |
| A37H | 1 | 20 | 1 | 0 | 3 | 3 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **145** | **145** |
| **TOTAL** | | | | **0** | **145** | **145** |
| **AEROSTAR INTERNATIONAL INC** | | | | | | |
| S-50A | 4 | 20 | 0 | 0 | 2 | 2 |
| S-55A | 1 | 20 | 0 | 0 | 33 | 33 |
| S-60A | 2 | 20 | 0 | 0 | 85 | 85 |
| S-66A | 2 | 20 | 0 | 0 | 17 | 17 |
| RX-7 | 1 | 20 | 0 | 0 | 166 | 166 |
| S-77A | 9 | 20 | 0 | 0 | 8 | 8 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **311** | **311** |
| **TOTAL** | | | | **0** | **311** | **311** |
| **AVAIN BALLOON** | | | | | | |
| MAGNUM IX | 8 | 20 | 0 | 0 | 10 | 10 |
| FALCON II | 0 | 20 | 0 | 0 | 27 | 27 |
| SKYHAWK | 4 | 20 | 0 | 0 | 44 | 44 |
| SPARROW | 0 | 20 | 0 | 0 | 3 | 3 |
| CLIPPER | 0 | 20 | 0 | 0 | 1 | 1 |
| TURBO 8 | 1 | 20 | 0 | 0 | 6 | 6 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **91** | **91** |
| **TOTAL** | | | | **0** | **91** | **91** |
| **BALLOON WORKS** | | | | | | |
| FIREFLY 7-B | 1 | 20 | 0 | 0 | 226 | 226 |
| FIREFLY 7 | 1 | 20 | 0 | 0 | 1,006 | 1,006 |
| FIREFLY 6 | 1 | 20 | 0 | 0 | 46 | 46 |
| FIREFLY AX-7 | 1 | 20 | 0 | 0 | 1 | 1 |
| FIREFLY 6B | 0 | 20 | 0 | 0 | 133 | 133 |
| FIREFLY 5 | 1 | 20 | 0 | 0 | 19 | 19 |
| BARNES SOLAR FIREFLY | 1 | 20 | 0 | 0 | 1 | 1 |
| FIREFLY 8-24 | 1 | 20 | 0 | 0 | 130 | 130 |
| FIREFLY 8 | 1 | 20 | 0 | 0 | 2 | 2 |
| FIREFLY 8B | 1 | 20 | 0 | 0 | 141 | 141 |
| FIREFLY-770 | 1 | 20 | 0 | 0 | 2 | 2 |
| AX-7 | 0 | 20 | 0 | 0 | 1 | 1 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **1,708** | **1,708** |
| **TOTAL** | | | | **0** | **1,708** | **1,708** |
| **CAMERON BALLOONS** | | | | | | |
| O-56 | 3 | 20 | 0 | 0 | 11 | 11 |
| O-65 | 3 | 20 | 0 | 0 | 42 | 42 |
| O-77 | 4 | 20 | 0 | 0 | 54 | 54 |
| O-84 | 4 | 20 | 0 | 0 | 17 | 17 |
| D-96 | 4 | 20 | 0 | 0 | 1 | 1 |
| A-140 | 3 | 20 | 0 | 0 | 5 | 5 |
| O-105 | 6 | 20 | 0 | 0 | 13 | 13 |
| D-50 | 1 | 20 | 0 | 0 | 1 | 1 |
| V-56 | 3 | 20 | 0 | 0 | 33 | 33 |
| N-65 | 4 | 20 | 0 | 0 | 1 | 1 |
| V-65 | 3 | 20 | 0 | 0 | 14 | 14 |
| N-31 | 1 | 20 | 0 | 0 | 1 | 1 |
| N-56 | 3 | 20 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
MANUFACTURE-BALLOON/DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **CAMERON BALLOONS** | | | | | | |
| CAN-56 | 3 | 20 | 0 | 0 | 2 | 2 |
| N-77 | 4 | 20 | 0 | 0 | 22 | 22 |
| V-77 | 4 | 20 | 0 | 0 | 20 | 20 |
| N-105 | 6 | 20 | 0 | 0 | 8 | 8 |
| O-77 | 4 | 20 | 0 | 0 | 25 | 25 |
| V-31 | 4 | 20 | 0 | 0 | 1 | 1 |
| O-84 | 4 | 20 | 0 | 0 | 41 | 41 |
| A-105 | 4 | 20 | 0 | 0 | 16 | 16 |
| A-140 | 3 | 20 | 0 | 0 | 8 | 8 |
| A-210 | 12 | 20 | 0 | 0 | 3 | 3 |
| N-65 | 4 | 20 | 0 | 0 | 7 | 7 |
| N-105 | 6 | 20 | 0 | 0 | 24 | 24 |
| O-65 | 4 | 20 | 0 | 0 | 4 | 4 |
| N-77 | 4 | 20 | 0 | 0 | 26 | 26 |
| N-90 | 4 | 20 | 0 | 0 | 22 | 22 |
| O-105 | 6 | 20 | 0 | 0 | 11 | 11 |
| V-77 | 4 | 20 | 0 | 0 | 128 | 128 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **562** | **562** |
| **TOTAL** | | | | **0** | **562** | **562** |
| **CHAIZE** | | | | | | |
| BETEC 800M3 SER 100 | 0 | 20 | 0 | 0 | 1 | 1 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **COLT BALLOONS LIMITED** | | | | | | |
| 77A | 0 | 20 | 0 | 0 | 7 | 7 |
| 17A | 1 | 20 | 0 | 0 | 1 | 1 |
| 56 A | 1 | 20 | 0 | 0 | 1 | 1 |
| 69A | 1 | 20 | 0 | 0 | 1 | 1 |
| 105-A | 1 | 20 | 0 | 0 | 10 | 10 |
| 160A | 9 | 20 | 0 | 0 | 3 | 3 |
| 240A | 1 | 20 | 0 | 0 | 5 | 5 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **28** | **28** |
| **TOTAL** | | | | **0** | **28** | **28** |
| **EAGLE BALLOONS LTD** | | | | | | |
| AX7 | 1 | 20 | 0 | 0 | 19 | 19 |
| C-7 | 1 | 20 | 0 | 0 | 75 | 75 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **94** | **94** |
| **TOTAL** | | | | **0** | **94** | **94** |
| **ELIZABETH ADAMS WALZ** | | | | | | |
| A60S | 6 | 20 | 0 | 0 | 3 | 3 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **FANTASY SKY PROMOTIONS** | | | | | | |
| FANTASY SEVEN BALOON | 1 | 20 | 0 | 0 | 3 | 3 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **3** | **3** |
| **TOTAL** | | | | **0** | **3** | **3** |
| **GALAXY BALLOONS INC** | | | | | | |
| GALAXY 7 | 3 | 20 | 0 | 0 | 35 | 35 |
| NEWPORT | 0 | 20 | 0 | 0 | 5 | 5 |
| SPRINT | 0 | 20 | 0 | 0 | 1 | 1 |
| LIGHTNING 33 | 0 | 20 | 0 | 0 | 1 | 1 |
| AX-6 | 1 | 20 | 0 | 0 | 58 | 58 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
MANUFACTURE-BALLOON/DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **GALAXY BALLOONS INC** | | | | | | |
| **BALLOON NO ENGINE** | | **20** | | **0** | **100** | **100** |
| **TOTAL** | | | | **0** | **100** | **100** |
| **GOODYEAR** | | | | | | |
| S-30 | 6 | 20 | 0 | 0 | 1 | 1 |
| S-94 | 3 | 20 | 0 | 0 | 3 | 3 |
| 813 | 6 | 20 | 0 | 0 | 3 | 3 |
| GZ-20A | 7 | 31 | 2 | 0 | 4 | 4 |
| GZ-19A | 7 | 31 | 2 | 0 | 1 | 1 |
| 19000 CU. FT. | 0 | 20 | 0 | 0 | 1 | 1 |
| 35000 CU. FT. | 6 | 20 | 0 | 0 | 2 | 2 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **10** | **10** |
| **BLIMP/DIR REC ENG** | | **31** | | **0** | **5** | **5** |
| **TOTAL** | | | | **0** | **15** | **15** |
| **HEAD BALLOONS** | | | | | | |
| AX7-77 | 4 | 20 | 0 | 0 | 12 | 12 |
| AX8-88 | 4 | 20 | 0 | 0 | 14 | 14 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **26** | **26** |
| **TOTAL** | | | | **0** | **26** | **26** |
| **MANTAINER PTY LTD** | | | | | | |
| ARDATH | 0 | 35 | 2 | 0 | 1 | 1 |
| **BLMP/DIR TRB AIR GEN** | | **35** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1** | **1** |
| **NATIONAL BALLOONING** | | | | | | |
| 752-12 | 3 | 20 | 0 | 0 | 8 | 8 |
| 752 | 4 | 20 | 0 | 0 | 8 | 8 |
| 858 | 4 | 20 | 0 | 0 | 17 | 17 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **33** | **33** |
| **TOTAL** | | | | **0** | **33** | **33** |
| **PICCARD** | | | | | | |
| AX-3 | 1 | 20 | 0 | 0 | 2 | 2 |
| A-5 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-6 | 1 | 20 | 0 | 0 | 148 | 148 |
| AX-6PT | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-7A | 1 | 20 | 0 | 0 | 1 | 1 |
| 1000 | 0 | 20 | 0 | 0 | 1 | 1 |
| AX-6 | 1 | 20 | 0 | 0 | 1 | 1 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **155** | **155** |
| **TOTAL** | | | | **0** | **155** | **155** |
| **RAVEN** | | | | | | |
| S-40A | 2 | 20 | 0 | 0 | 10 | 10 |
| S-50 | 1 | 20 | 0 | 0 | 5 | 5 |
| S-50A | 4 | 20 | 0 | 0 | 83 | 83 |
| S55A | 1 | 20 | 0 | 0 | 789 | 789 |
| S-60 | 1 | 20 | 0 | 0 | 1 | 1 |
| S-60A | 2 | 20 | 0 | 0 | 228 | 228 |
| S-40 | 1 | 20 | 0 | 0 | 2 | 2 |
| S-55A | 1 | 20 | 0 | 0 | 5 | 5 |
| S-60A | 2 | 20 | 0 | 0 | 9 | 9 |
| S-66A | 2 | 20 | 0 | 0 | 51 | 51 |
| S66-ST | 1 | 20 | 0 | 0 | 1 | 1 |
| S100A | 2 | 20 | 0 | 0 | 1 | 1 |
| MG-1000 | 0 | 20 | 0 | 0 | 2 | 2 |
| NO5DW-20/20T-0.0388 | 1 | 20 | 0 | 0 | 1 | 1 |
| NO5SD-20/20T-0.250 | 0 | 20 | 0 | 0 | 2 | 2 |
| NO5ST-15/15/15T-0400 | 0 | 20 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
MANUFACTURE-BALLOON/DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIGNATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **RAVEN** | | | | | | |
| S45A | 2 | 20 | 0 | 0 | 2 | 2 |
| RX6 | 1 | 20 | 0 | 0 | 204 | 204 |
| RALLY RX7 | 1 | 20 | 0 | 0 | 314 | 314 |
| S-60T | 2 | 20 | 0 | 0 | 1 | 1 |
| E30A | 2 | 20 | 0 | 0 | 1 | 1 |
| W100LB | 2 | 20 | 0 | 0 | 1 | 1 |
| RX6-146 | 1 | 20 | 0 | 0 | 3 | 3 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **1,717** | **1,717** |
| **TOTAL** | | | | **0** | **1,717** | **1,717** |
| **SEMCO BALLOON** | | | | | | |
| 30-AL | 1 | 20 | 0 | 0 | 1 | 1 |
| CHALLENGER | 1 | 20 | 0 | 0 | 16 | 16 |
| TC-4 | 4 | 20 | 0 | 0 | 2 | 2 |
| TC-4A | 4 | 20 | 0 | 0 | 1 | 1 |
| T | 4 | 20 | 0 | 0 | 27 | 27 |
| MARK V | 4 | 20 | 0 | 0 | 15 | 15 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **62** | **62** |
| **TOTAL** | | | | **0** | **62** | **62** |
| **SKYPOWER** | | | | | | |
| GBN-41-1000 | 2 | 20 | 0 | 0 | 6 | 6 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **6** | **6** |
| **TOTAL** | | | | **0** | **6** | **6** |
| **THUNDER BALLOONS LIMITED** | | | | | | |
| AX5-42 | 2 | 20 | 0 | 0 | 2 | 2 |
| AX6-56 | 3 | 20 | 0 | 0 | 2 | 2 |
| AX6-56A | 3 | 20 | 0 | 0 | 2 | 2 |
| AX7-65 | 3 | 20 | 0 | 0 | 4 | 4 |
| AX7-65 BOLT | 3 | 20 | 0 | 0 | 1 | 1 |
| AX7-77 | 4 | 20 | 0 | 0 | 48 | 48 |
| AX7-77A | 4 | 20 | 0 | 0 | 18 | 18 |
| AX7-77 BOLT | 4 | 20 | 0 | 0 | 3 | 3 |
| AX7-77Z | 4 | 20 | 0 | 0 | 15 | 15 |
| AX8-90 | 0 | 20 | 0 | 0 | 12 | 12 |
| AX8-105 | 4 | 20 | 0 | 0 | 1 | 1 |
| AX9-140 | 8 | 20 | 0 | 0 | 2 | 2 |
| AX7-65Z | 3 | 20 | 0 | 0 | 1 | 1 |
| AX6-56Z | 3 | 20 | 0 | 0 | 1 | 1 |
| **BALLOON NO ENGINE** | | **20** | | **0** | **112** | **112** |
| **TOTAL** | | | | **0** | **112** | **112** |
| **BALLOON NO ENGINE** | | **20** | | **0** | **5,167** | **5,167** |
| **BLIMP/DIR REC ENG** | | **31** | | **0** | **5** | **5** |
| **BLMP/DIR TRB AIR GEN** | | **35** | | **0** | **1** | **1** |
| **BALL/BLIMP/DIR A/C** | | | | **0** | **5,173** | **5,173** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| #2 L.G.T. #6 | 1 | 41 | 1 | 0 | 1 | 1 |
| "A"-SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| "R" | 1 | 41 | 1 | 0 | 1 | 1 |
| A | 1 | 41 | 1 | 0 | 23 | 23 |
| A - 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| A CRISP PERFECT | 1 | 41 | 1 | 0 | 1 | 1 |
| A HUMMER | 1 | 41 | 1 | 0 | 1 | 1 |
| A SCOUT | 2 | 41 | 1 | 0 | 2 | 2 |
| A.O.P. MK 9 | 3 | 41 | 1 | 0 | 1 | 1 |
| A-M-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| A-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| A-1TC | 1 | 41 | 1 | 0 | 1 | 1 |
| A-15-SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| A-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| A/C7 | 4 | 41 | 1 | 0 | 4 | 4 |
| AA CUBETTE | 1 | 41 | 1 | 0 | 1 | 1 |
| AAF SCOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| ABS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AC-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AC-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACAPELLA | 1 | 41 | 1 | 0 | 1 | 1 |
| ACB-2 TAILWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| ACCIPITER 200 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACE-C | 2 | 41 | 1 | 0 | 2 | 2 |
| ACEY DEUCY | 2 | 41 | 1 | 0 | 5 | 5 |
| ACEY DEUCY P-70 | 2 | 41 | 1 | 0 | 2 | 2 |
| ACEY *DEUCY P70* | 2 | 41 | 1 | 0 | 1 | 1 |
| ACEY DEUCY SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| ACEY DUCEY PARASOL | 2 | 41 | 1 | 0 | 2 | 2 |
| ACEY DUECY P-70 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACEY-DUCYP-70 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACI P51 D | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO CAT | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO CUBY | 2 | 41 | 1 | 0 | 5 | 5 |
| ACRO DUSTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO II | 2 | 41 | 1 | 0 | 14 | 14 |
| ACRO MR3 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT | 2 | 41 | 1 | 0 | 4 | 4 |
| ACRO SPORT II | 1 | 41 | 1 | 0 | 30 | 30 |
| ACRO SPORT I | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT II | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT S1 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO SPORT 11 | 1 | 41 | 1 | 0 | 3 | 3 |
| ACRO SPORT 304 | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRO SPORT-II | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO S RT-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRO SPORTII | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO-CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRO-PRO II | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRO-PRO-I | 2 | 41 | 1 | 0 | 6 | 6 |
| ACRO-SPECIAL | 1 | 41 | 1 | 0 | 3 | 3 |
| ACRO-SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER | 1 | 41 | 1 | 0 | 4 | 4 |
| ACRODUSTER I, SA700 | 1 | 41 | 1 | 0 | 5 | 5 |
| ACRODUSTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER II SA750 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER SA 750 | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRODUSTER SA750 | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRODUSTER SA750 | 2 | 41 | 1 | 0 | 3 | 3 |
| ACRODUSTER T00 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER T00 SA750 | 2 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER 2 SA750 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER-I SA700X | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| ACRODUSTER-II | 2 | 41 | 1 | 0 | 2 | 2 |
| ACRODUSTER-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACRODUSTER-1-SA-700 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACROSPORT II | 2 | 41 | 1 | 0 | 2 | 2 |
| ACROSPORT RJ-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| ACROSPORT SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| ACROSPORT-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ADAMS ACRO SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| ADV AVN CARRERA | 1 | 41 | 1 | 0 | 1 | 1 |
| ADVENTURE | 1 | 41 | 1 | 0 | 1 | 1 |
| AERE GARE | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO C-104 | 1 | 41 | 1 | 0 | 2 | 2 |
| AERO HOPPER | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO MIRAGE TC-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| AERO PHAETON | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO SPORT II | 2 | 41 | 1 | 0 | 2 | 2 |
| AERO SPORT PJ-260 | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO SPORT SCAMP | 1 | 41 | 1 | 0 | 1 | 1 |
| AERO Z 131 | 1 | 41 | 1 | 0 | 2 | 2 |
| AERO Z-131 | 1 | 41 | 1 | 0 | 1 | 1 |
| AERO-BIPE | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO-GARE SEAHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| AERO-3-A | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROBAT III | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROBAT SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROBODY MODEL 26 | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROCOPY | 2 | 41 | 1 | 0 | 1 | 1 |
| AERODROME FOKKER DRI | 1 | 41 | 1 | 0 | 1 | 1 |
| AERODUSTER TOO SA750 | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROGARE SEA HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| AEROLOCK KE-1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROMASTER | 2 | 41 | 1 | 0 | 2 | 2 |
| AEROMIRAGE | 2 | 41 | 1 | 0 | 1 | 1 |
| AERONAUT | 1 | 41 | 1 | 0 | 1 | 1 |
| AERONCA TAC | 2 | 41 | 1 | 0 | 1 | 1 |
| AERONCOPY | 2 | 41 | 1 | 0 | 3 | 3 |
| AEROSPORT | 2 | 41 | 1 | 0 | 2 | 2 |
| AEROSPORT QUAIL | 1 | 41 | 1 | 0 | 8 | 8 |
| AEROSPORT SCAMP | 1 | 41 | 1 | 0 | 5 | 5 |
| AEROSPORT SCAMP WTBL | 11 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT SCAMP WTB1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT SKAMP | 1 | 41 | 1 | 0 | 1 | 1 |
| AEROSPORT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AF-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AFB | 2 | 41 | 1 | 0 | 2 | 2 |
| AFCA | 2 | 41 | 1 | 0 | 1 | 1 |
| AF86-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AG-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AGQ | 1 | 41 | 1 | 0 | 1 | 1 |
| AGRIPLANE | 1 | 41 | 1 | 0 | 3 | 3 |
| AGRIPLANE BIPLACE | 2 | 41 | 1 | 0 | 2 | 2 |
| AIR CAMPER | 2 | 41 | 1 | 0 | 8 | 8 |
| AIR CAMPER B4A | 2 | 41 | 1 | 0 | 2 | 2 |
| AIR CAMPER 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR COMMAND 503 | 1 | 41 | 1 | 0 | 1 | 1 |
| AIR SHARK I | 4 | 41 | 1 | 0 | 1 | 1 |
| AIR SKIMMER | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| AIR SPORT KJ | 1 | 41 | 1 | 0 | 1 | 1 |
| AIR-RUNNER 100 | 3 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER | 2 | 41 | 1 | 0 | 6 | 6 |
| AIRCAMPER A | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| AIRCAMPER BL1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER GN-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| AIRCAMPER PH-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRCAMPER 79 | 2 | 41 | 1 | 0 | 1 | 1 |
| AIRPLANE | 2 | 41 | 1 | 0 | 3 | 3 |
| AIT | 2 | 41 | 1 | 0 | 1 | 1 |
| AJ1 | 1 | 41 | 1 | 0 | 1 | 1 |
| AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| AKRO SPIRIT | 1 | 41 | 1 | 0 | 1 | 1 |
| AKROMASTER | 1 | 41 | 1 | 0 | 1 | 1 |
| AL GONS POORMANS CHA | 2 | 41 | 1 | 0 | 1 | 1 |
| ALASKA BUSH KOALA | 1 | 41 | 1 | 0 | 1 | 1 |
| ALASKAN | 3 | 41 | 1 | 0 | 1 | 1 |
| ALASKAN BUSHMASTER | 4 | 41 | 1 | 0 | 1 | 1 |
| ALBATROSD-VA | 1 | 41 | 1 | 0 | 1 | 1 |
| ALBATROSS C III | 2 | 41 | 1 | 0 | 1 | 1 |
| ALBATROSS DVA | 1 | 41 | 1 | 0 | 1 | 1 |
| ALBEE SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| ALBEE SPORT AS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ALCO COUPE | 1 | 41 | 1 | 0 | 1 | 1 |
| ALLSBROOK-MITCHELL | 1 | 41 | 1 | 0 | 1 | 1 |
| ALPHA STaR LONG-EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| ALTAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| AM-DS II | 1 | 41 | 1 | 0 | 1 | 1 |
| AMATEUR BUILT | 1 | 41 | 1 | 0 | 8 | 8 |
| AMATEUR-BUILT | 1 | 41 | 1 | 0 | 3 | 3 |
| AMATUER BUILT | 1 | 41 | 1 | 0 | 1 | 1 |
| AMER AEROLITS EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| AMER AEROLTS EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| AMERICAN EAGLE+ | 1 | 41 | 1 | 0 | 1 | 1 |
| AMERICAN EAGLET | 1 | 41 | 1 | 0 | 7 | 7 |
| AMF S 14 | 3 | 41 | 1 | 0 | 1 | 1 |
| AMF S14F | 2 | 41 | 1 | 0 | 1 | 1 |
| AMF-S-14 FD | 2 | 41 | 1 | 0 | 1 | 1 |
| AMIGO 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| AMPHIBIAN | 2 | 41 | 1 | 0 | 3 | 3 |
| AMPHIBIAN ANDERSON K | 2 | 41 | 1 | 0 | 1 | 1 |
| AMPHIBIAN MOD. B | 1 | 41 | 1 | 0 | 1 | 1 |
| AMPHIBIAN S12D | 4 | 41 | 1 | 0 | 1 | 1 |
| AN-2 | 17 | 41 | 1 | 0 | 1 | 1 |
| AN-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| ANDERSON | 1 | 41 | 1 | 0 | 2 | 2 |
| ANDERSON KINGFISHER | 1 | 41 | 1 | 0 | 3 | 3 |
| ANDERSON-KINGFISHER | 2 | 41 | 1 | 0 | 1 | 1 |
| ANGLIN J-3 SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| ANZANI LONGSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| AOK | 3 | 41 | 1 | 0 | 1 | 1 |
| API | 1 | 41 | 1 | 0 | 1 | 1 |
| AQUILA 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ARC SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| ARESTI GANADOR | 1 | 41 | 1 | 0 | 1 | 1 |
| ARIEL A-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| ARL | 2 | 41 | 1 | 0 | 1 | 1 |
| ARNOLDS FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| ARROW | 1 | 41 | 1 | 0 | 1 | 1 |
| ARROW SPORT-S | 2 | 41 | 1 | 0 | 3 | 3 |
| ASCENDER II+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ASTROCRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| AT-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| ATLANTIC AERO AW2 | 2 | 41 | 1 | 0 | 1 | 1 |
| AURA | 4 | 41 | 1 | 0 | 1 | 1 |
| AV - 60 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVENGER | 1 | 41 | 1 | 0 | 1 | 1 |
| AVID | 3 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| AVID AMPHIBIAN AF2 | 3 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER | 2 | 41 | 1 | 0 | 149 | 149 |
| AVID FLYER "B" | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AF-JC1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER AF1 | 2 | 41 | 1 | 0 | 2 | 2 |
| AVID FLYER B | 2 | 41 | 1 | 0 | 8 | 8 |
| AVID FLYER C | 2 | 41 | 1 | 0 | 4 | 4 |
| AVID FLYER CAO | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER I | 1 | 41 | 1 | 0 | 4 | 4 |
| AVID FLYER MODEL B | 2 | 41 | 1 | 0 | 3 | 3 |
| AVID FLYER MODEL C | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER SPEEDWING | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER TD | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID FLYER 86B | 2 | 41 | 1 | 0 | 1 | 1 |
| AVID SW 65 | 2 | 41 | 1 | 0 | 1 | 1 |
| AVIDFLYER | 2 | 41 | 1 | 0 | 1 | 1 |
| AVIN | 1 | 41 | 1 | 0 | 1 | 1 |
| AVRO 504K | 1 | 41 | 1 | 0 | 1 | 1 |
| AVRO-504K | 1 | 41 | 1 | 0 | 1 | 1 |
| A1 | 2 | 41 | 1 | 0 | 3 | 3 |
| A4D-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| A45 | 2 | 41 | 1 | 0 | 1 | 1 |
| A6M2-21 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| A75N1 | 2 | 41 | 1 | 0 | 1 | 1 |
| B | 5 | 51 | 2 | 0 | 8 | 8 |
| B AVID FLYER | 2 | 41 | 1 | 0 | 1 | 1 |
| B HOOK 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| B.C. | 1 | 41 | 1 | 0 | 1 | 1 |
| B.J SPORTSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| B-D-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| B-HUMMER | 1 | 41 | 1 | 0 | 3 | 3 |
| B-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| B-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| B-10 | 1 | 41 | 1 | 0 | 4 | 4 |
| B-10 WING | 1 | 41 | 1 | 0 | 1 | 1 |
| B-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| B-31C | 2 | 41 | 1 | 0 | 1 | 1 |
| B-8M | 1 | 41 | 1 | 0 | 3 | 3 |
| B/HAWKER HURRICANE | 1 | 41 | 1 | 0 | 1 | 1 |
| BA | 2 | 41 | 1 | 0 | 1 | 1 |
| BA-II | 2 | 41 | 1 | 0 | 1 | 1 |
| BA-42 | 2 | 41 | 1 | 0 | 1 | 1 |
| BA-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY A | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE | 1 | 41 | 1 | 0 | 19 | 19 |
| BABY ACE #1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE "D" | 1 | 41 | 1 | 0 | 6 | 6 |
| BABY ACE C | 1 | 41 | 1 | 0 | 3 | 3 |
| BABY ACE C/D | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE D | 1 | 41 | 1 | 0 | 34 | 34 |
| BABY ACE DC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MOD "D" | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MOD CJ-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MOD D | 1 | 41 | 1 | 0 | 2 | 2 |
| BABY ACE MOD. D | 1 | 41 | 1 | 0 | 2 | 2 |
| BABY ACE MOD-D | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY ACE MODEL D | 1 | 41 | 1 | 0 | 4 | 4 |
| BABY FLEET | 2 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES | 1 | 41 | 1 | 0 | 66 | 66 |
| BABY GREAT LAKES B1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES S1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LAKES-KI | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY GREAT LEKES | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BABY HORNET DX4 | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY LAKES | 1 | 41 | 1 | 0 | 18 | 18 |
| BABY LAKES BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY LAKES MODEL 2B | 1 | 41 | 1 | 0 | 1 | 1 |
| BABY PT-19 | 1 | 41 | 1 | 0 | 1 | 1 |
| BAGHDAD FURY DT MKII | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DEUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DOUBLE DUCE | 2 | 41 | 1 | 0 | 3 | 3 |
| BAKENG DUCE | 2 | 41 | 1 | 0 | 39 | 39 |
| BAKENG DUCE FM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUCE MA1 MKII | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUCE 1976-CZ | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG DUECE | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG EB1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG-DUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| BAKENG-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BAKER REBEL | 2 | 41 | 1 | 0 | 1 | 1 |
| BALDWIN SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| BANDIDO JTM | 1 | 41 | 1 | 0 | 1 | 1 |
| BANDIT | 1 | 41 | 1 | 0 | 3 | 3 |
| BANDIT 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BANTAM W-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| BARCHFELD | 1 | 41 | 1 | 0 | 1 | 1 |
| BARNETT J4B | 1 | 41 | 1 | 0 | 1 | 1 |
| BARRACUDA | 2 | 41 | 1 | 0 | 27 | 27 |
| BARRACUDA 300 | 2 | 41 | 1 | 0 | 1 | 1 |
| BARRETT SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| BARTOE SKYOTE | 1 | 41 | 1 | 0 | 1 | 1 |
| BATHTUB MK REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| BAUMER-HEATH | 1 | 41 | 1 | 0 | 1 | 1 |
| BAOY GREAT LAKES | 1 | 41 | 1 | 0 | 1 | 1 |
| BA14 | 4 | 41 | 1 | 0 | 1 | 1 |
| BB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BBD 2B | 1 | 41 | 1 | 0 | 1 | 1 |
| BCA-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BC12-D-MS1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BD 4 | 4 | 41 | 1 | 0 | 5 | 5 |
| BD 5B | 1 | 41 | 1 | 0 | 1 | 1 |
| BD 5D | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-2 | 1 | 41 | 1 | 0 | 3 | 3 |
| BD-4 | 4 | 41 | 1 | 0 | 122 | 122 |
| BD-4-T | 4 | 41 | 1 | 0 | 1 | 1 |
| BD-4F | 4 | 41 | 1 | 0 | 1 | 1 |
| BD-4K | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5 | 2 | 41 | 1 | 0 | 31 | 31 |
| BD-5 MICRO MODEL B | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5-B | 1 | 41 | 1 | 0 | 2 | 2 |
| BD-5/B | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-5A | 1 | 41 | 1 | 0 | 7 | 7 |
| BD-5A-B | 4 | 41 | 1 | 0 | 1 | 1 |
| BD-5B | 1 | 41 | 1 | 0 | 39 | 39 |
| BD-5VEE | 1 | 41 | 1 | 0 | 1 | 1 |
| BD-8 | 1 | 41 | 1 | 0 | 2 | 2 |
| BD-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| BDL 1X | 1 | 41 | 1 | 0 | 1 | 1 |
| BD4 | 4 | 41 | 1 | 0 | 1 | 1 |
| BD4 AMPHIBIAN | 2 | 41 | 1 | 0 | 1 | 1 |
| BD5 | 1 | 41 | 1 | 0 | 1 | 1 |
| BD5 A&B | 1 | 41 | 1 | 0 | 1 | 1 |
| BD5-B | 1 | 41 | 1 | 0 | 2 | 2 |
| BD5B | 1 | 41 | 1 | 0 | 2 | 2 |
| BEAR A | 5 | 41 | 1 | 0 | 1 | 1 |
| BEARCAT | 1 | 41 | 1 | 0 | 5 | 5 |
| BEARCAT MW | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BEAST OF EAST | 1 | 41 | 1 | 0 | 1 | 1 |
| BEATS WALKIN | 1 | 41 | 1 | 0 | 1 | 1 |
| BEAVER | 1 | 41 | 1 | 0 | 2 | 2 |
| BEAVER RX 550 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEAVER RX-550 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEAVER RX550 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEBE JODEL D-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| BECKER VP-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BEDE BD-4 | 4 | 41 | 1 | 0 | 10 | 10 |
| BEDE BD-5 | 1 | 41 | 1 | 0 | 2 | 2 |
| BEDE BD-5A | 1 | 41 | 1 | 0 | 1 | 1 |
| BEDE BD-5B | 1 | 41 | 1 | 0 | 7 | 7 |
| BEDE FOUR | 1 | 41 | 1 | 0 | 1 | 1 |
| BEDE IV | 4 | 41 | 1 | 0 | 2 | 2 |
| BEDE V | 1 | 41 | 1 | 0 | 1 | 1 |
| BEDE 4 | 4 | 41 | 1 | 0 | 10 | 10 |
| BEDE 4 MOD "A" | 4 | 41 | 1 | 0 | 1 | 1 |
| BEDE 5 | 1 | 41 | 1 | 0 | 4 | 4 |
| BEDE 5B | 1 | 41 | 1 | 0 | 4 | 4 |
| BEDE-BD4 | 4 | 41 | 1 | 0 | 1 | 1 |
| BEDE-4 | 4 | 41 | 1 | 0 | 6 | 6 |
| BEDE-5 | 1 | 41 | 1 | 0 | 7 | 7 |
| BEDE-5B | 1 | 41 | 1 | 0 | 3 | 3 |
| BEE | 1 | 41 | 1 | 0 | 2 | 2 |
| BEETS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| BELL FW 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BELL/GLASAIR SH2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BENOIST MODEL B | 1 | 41 | 1 | 0 | 1 | 1 |
| BENSEN B-80 | 1 | 41 | 1 | 0 | 2 | 2 |
| BENSEN B80 | 1 | 41 | 1 | 0 | 1 | 1 |
| BENSON GYROCOPTER | 1 | 41 | 1 | 0 | 1 | 1 |
| BENSON 791 | 1 | 41 | 1 | 0 | 1 | 1 |
| BERT RUTAN 97-M | 2 | 41 | 1 | 0 | 1 | 1 |
| BERYL | 2 | 41 | 1 | 0 | 1 | 1 |
| BERYL CP-750 | 2 | 41 | 1 | 0 | 1 | 1 |
| BERYL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BETA BIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| BE2C REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| BF-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BFB-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| BFS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BGL | 2 | 41 | 1 | 0 | 1 | 1 |
| BH 1 SHADOW | 2 | 41 | 1 | 0 | 1 | 1 |
| BH-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| BI-PLANE | 1 | 41 | 1 | 0 | 3 | 3 |
| BI-PLANE SINGLE SEAT | 2 | 41 | 1 | 0 | 1 | 1 |
| BIBI PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| BIG MAX | 1 | 41 | 1 | 0 | 1 | 1 |
| BII | 2 | 41 | 1 | 0 | 1 | 1 |
| BILL'S AIR CASTLE | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPE | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPE C | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPE-I | 1 | 41 | 1 | 0 | 1 | 1 |
| BIPLANE | 1 | 41 | 1 | 0 | 13 | 13 |
| BIPLANE WILLIE II | 2 | 41 | 1 | 0 | 1 | 1 |
| BIPLANE 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN TL-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| BIRDMAN TL-1A | 1 | 41 | 1 | 0 | 6 | 6 |
| BIRDMAN TLIA | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN TL1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| BIRDMAN TL1A | 1 | 41 | 1 | 0 | 1 | 1 |
| BISHOP-ACRO | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BJ-1B DUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| BJ'S SPORT B1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BL | 1 | 41 | 1 | 0 | 1 | 1 |
| BL-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| BLACK BIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| BLACK MAGIC | 1 | 41 | 1 | 0 | 1 | 1 |
| BLATTER ADVANTAGE | 1 | 41 | 1 | 0 | 1 | 1 |
| BLERIOT XI | 1 | 41 | 1 | 0 | 2 | 2 |
| BLERIOT 11 | 1 | 41 | 1 | 0 | 1 | 1 |
| BLISS COMMANDO P-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BLISS QUICKIE | 1 | 41 | 1 | 0 | 1 | 1 |
| BLOSSER VIP/COBRA | 2 | 41 | 1 | 0 | 1 | 1 |
| BLUE BOOK | 1 | 41 | 1 | 0 | 1 | 1 |
| BLUEHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| BM-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| BMP | 1 | 41 | 1 | 0 | 1 | 1 |
| BM12 | 2 | 41 | 1 | 0 | 1 | 1 |
| BM8 GRYOCOPTER | 1 | 41 | 1 | 0 | 1 | 1 |
| BNF | 1 | 41 | 1 | 0 | 1 | 1 |
| BOBCAT | 1 | 41 | 1 | 0 | 5 | 5 |
| BOBCAT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOEING/JONES 75 | 2 | 41 | 1 | 0 | 16 | 16 |
| BONZO'S SPITFIRE | 1 | 41 | 1 | 0 | 1 | 1 |
| BOOBYBIRD A | 1 | 41 | 1 | 0 | 1 | 1 |
| BOOTSTRAP B-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BORDEM FIGHTER | 1 | 41 | 1 | 0 | 1 | 1 |
| BORDEN & SUKOSKY | 2 | 41 | 1 | 0 | 1 | 1 |
| BOREDOM FIGHTER | 1 | 41 | 1 | 0 | 5 | 5 |
| BOREDOM FIGHTER W-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOSELY KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| BOWER RV 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| BOWERS BI-BABY | 1 | 41 | 1 | 0 | 3 | 3 |
| BOWERS FLAY BABY I | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY | 1 | 41 | 1 | 0 | 18 | 18 |
| BOWERS FLY BABY I-A | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY IB | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY 1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY BABY 1A | 4 | 41 | 1 | 0 | 12 | 12 |
| BOWERS FLY-BABY | 1 | 41 | 1 | 0 | 2 | 2 |
| BOWERS FLY-BABY A1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLY-BABY 1A | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY | 1 | 41 | 1 | 0 | 8 | 8 |
| BOWERS FLYBABY A-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY A1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY IA | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY PETE | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS FLYBABY 1-A | 1 | 41 | 1 | 0 | 4 | 4 |
| BOWERS FLYBABY 1A | 1 | 41 | 1 | 0 | 11 | 11 |
| BOWERS FLYBABY-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BOWERS 5S | 1 | 41 | 1 | 0 | 1 | 1 |
| BOXMOTH | 1 | 41 | 1 | 0 | 1 | 1 |
| BOYD GR-7 PANTHER | 1 | 41 | 1 | 0 | 1 | 1 |
| BPS | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY | 1 | 41 | 1 | 0 | 45 | 45 |
| BREEZY BYPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY CB-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| BREEZY CVA | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY DDJ-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY EB | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY GE-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| BREEZY JF1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY PETE | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY PUSHER | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY R.L.U.-1 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BREEZY RL-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RLU 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RLU-1 | 2 | 41 | 1 | 0 | 30 | 30 |
| BREEZY RLU-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY RUL-1 | 1 | 41 | 1 | 0 | 5 | 5 |
| BREEZY SPECIAL H869 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 125 | 1 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 1972-B | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY 1978 | 2 | 41 | 1 | 0 | 1 | 1 |
| BREEZY-FWS | 2 | 41 | 1 | 0 | 1 | 1 |
| BRICE STITZ | 1 | 41 | 1 | 0 | 1 | 1 |
| BROKAW VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| BROWN RACER (REP)B-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BR1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BR270 | 3 | 41 | 1 | 0 | 1 | 1 |
| BT-13A | 2 | 41 | 1 | 0 | 1 | 1 |
| BT-13B | 2 | 41 | 1 | 0 | 1 | 1 |
| BU 131 | 2 | 41 | 1 | 0 | 1 | 1 |
| BU 133 | 1 | 41 | 1 | 0 | 3 | 3 |
| BU-133 | 1 | 41 | 1 | 0 | 2 | 2 |
| BU-180 | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCCANEER XA-430 | 1 | 41 | 1 | 0 | 2 | 2 |
| BUCCANEER 2 PL-650 | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKAROO | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKER | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKER BU-131 | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKER JUNGMAN | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKER JUNGMANN | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKER JUNGSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| BUCKER 1.131 | 2 | 41 | 1 | 0 | 1 | 1 |
| BUCKSHOT | 2 | 41 | 1 | 0 | 1 | 1 |
| BUDDY BABY LAKES | 2 | 41 | 1 | 0 | 1 | 1 |
| BUG BOOM | 2 | 41 | 1 | 0 | 1 | 1 |
| BUHL-BULL PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| BUKER 131 | 2 | 41 | 1 | 0 | 1 | 1 |
| BULLET | 2 | 41 | 1 | 0 | 1 | 1 |
| BUM BEE | 1 | 41 | 1 | 0 | 1 | 1 |
| BUMBLE BEE II | 1 | 41 | 1 | 0 | 1 | 1 |
| BURD I | 2 | 41 | 1 | 0 | 1 | 1 |
| BURKHART TUHOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| BURLESON ROCKET 532 | 1 | 41 | 1 | 0 | 1 | 1 |
| BURNS DBL | 2 | 41 | 1 | 0 | 1 | 1 |
| BURTCH-FIKE | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSBY MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSBY MUSTANG II | 2 | 41 | 1 | 0 | 2 | 2 |
| BUSH-HOPPER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MIDGET MM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MM-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| BUSHBY MMII | 2 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG | 2 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG II | 2 | 41 | 1 | 0 | 42 | 42 |
| BUSHBY MUSTANG M II | 2 | 41 | 1 | 0 | 3 | 3 |
| BUSHBY MUSTANG M-II | 2 | 41 | 1 | 0 | 11 | 11 |
| BUSHBY MUSTANG M-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MII | 2 | 41 | 1 | 0 | 5 | 5 |
| BUSHBY MUSTANG MM-I | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MMII | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG MM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BUSHBY MUSTANG 2 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BUSHBY MUSTANG-I | 1 | 41 | 1 | | 1 | 1 |
| BUSHBY MUSTANG-II | 2 | 41 | 1 | | 1 | 1 |
| BUSHMASTER | 2 | 41 | 1 | | 2 | 2 |
| BUSHMASTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| BUTT ALPHA | 2 | 41 | 1 | 0 | 1 | 1 |
| BU133 | 1 | 41 | 1 | 0 | 2 | 2 |
| BU133L | 1 | 41 | 1 | 0 | 1 | 1 |
| BU133S | 2 | 41 | 1 | 0 | 1 | 1 |
| BV-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| BW-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| BWM-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| BX 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| BX-2001 | 2 | 41 | 1 | 0 | 1 | 1 |
| BY-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| BZR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| B1-RD | 2 | 41 | 1 | 0 | 4 | 4 |
| B1-RD AB | 2 | 41 | 1 | 0 | 1 | 1 |
| B17E | 5 | 41 | 1 | 0 | 1 | 1 |
| B2-RD | 2 | 41 | 1 | 0 | 2 | 2 |
| B8-DB | 1 | 41 | 1 | 0 | 1 | 1 |
| C | 1 | 41 | 1 | 0 | 18 | 18 |
| C AVID FLYER | 2 | 41 | 1 | 0 | 1 | 1 |
| C G S HAWK-B | 1 | 41 | 1 | 0 | 1 | 1 |
| C II | 2 | 41 | 1 | 0 | 1 | 1 |
| C MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| C W CHAMP 7AC | 2 | 41 | 1 | 0 | 1 | 1 |
| C W CHAMP-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| C.A.S.A. 1.131 | 1 | 41 | 1 | 0 | 30 | 30 |
| C.H.-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| C.P.750-BERYL | 2 | 41 | 1 | 0 | 1 | 1 |
| C.W. CHAMP 7AC | 2 | 41 | 1 | 0 | 1 | 1 |
| C-D | 1 | 41 | 1 | 0 | 1 | 1 |
| C-II-M | 1 | 41 | 1 | 0 | 1 | 1 |
| C-1 | 1 | 41 | 1 | 0 | 6 | 6 |
| C-1 FLYER | 1 | 41 | 1 | 0 | 1 | 1 |
| C-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| C-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| C-121 | 1 | 41 | 1 | 0 | 1 | 1 |
| C-85 | 1 | 41 | 1 | 0 | 1 | 1 |
| CA 65 | 2 | 41 | 1 | 0 | 2 | 2 |
| CA.65-SKY-FLY | 2 | 41 | 1 | 0 | 1 | 1 |
| CA-61 | 2 | 41 | 1 | 0 | 1 | 1 |
| CA-61 MINI ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| CA-65 | 2 | 41 | 1 | 0 | 4 | 4 |
| CA-65A | 2 | 41 | 1 | 0 | 1 | 1 |
| CALVERT P-51 | 2 | 41 | 1 | 0 | 1 | 1 |
| CALVIN DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| CALYPSO | 1 | 41 | 1 | 0 | 2 | 2 |
| CAM | 2 | 41 | 1 | 0 | 1 | 1 |
| CAMAIR C-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| CANARD C3A | 2 | 41 | 1 | 0 | 1 | 1 |
| CANARY HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| CANGIE WC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA CLASSIC | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPELLA TD | 1 | 41 | 1 | 0 | 1 | 1 |
| CAPTAIN II | 2 | 41 | 1 | 0 | 1 | 1 |
| CAPTAIN-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CAPUTO RAGWING RNS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CARTER B-8M | 1 | 41 | 1 | 0 | 1 | |
| CASSUETT | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT | 1 | 41 | 1 | 0 | 17 | 17 |
| CASSUTT C-III-M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT CUS | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CASSUTT DH2 | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT FORMULA V | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT II | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III | 1 | 41 | 1 | 0 | 5 | 5 |
| CASSUTT III M | 1 | 41 | 1 | 0 | 37 | 37 |
| CASSUTT III M 125 | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III M 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III MOD | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III-D | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT III-M | 1 | 41 | 1 | 0 | 6 | 6 |
| CASSUTT IIIM | 1 | 41 | 1 | 0 | 11 | 11 |
| CASSUTT IIIMI | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT IIM | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT M-II | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT MOD III | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT MODCASS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT RACER | 1 | 41 | 1 | 0 | 3 | 3 |
| CASSUTT RACER II | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT RACER 111M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPECIAL | 1 | 41 | 1 | 0 | 3 | 3 |
| CASSUTT SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPORT III M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPORT III-MI | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPORT RACER | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT SPORTER M II | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 111-M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 111M | 1 | 41 | 1 | 0 | 8 | 8 |
| CASSUTT 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 3-M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT 3M | 1 | 41 | 1 | 0 | 5 | 5 |
| CASSUTT-III M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-IIIM | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-111M | 1 | 41 | 1 | 0 | 1 | 1 |
| CASSUTT-3M | 1 | 41 | 1 | 0 | 3 | 3 |
| CAST-AIR | 2 | 41 | 1 | 0 | 1 | 1 |
| CASTLEN GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| CAUDRON G-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER | 2 | 41 | 1 | 0 | 4 | 4 |
| CAVALIER MODEL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA 102 5 | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA 102.5 | 2 | 41 | 1 | 0 | 2 | 2 |
| CAVALIER SA 105 | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA-102 | 1 | 41 | 1 | 0 | 2 | 2 |
| CAVALIER SA-102.5 | 2 | 41 | 1 | 0 | 3 | 3 |
| CAVALIER SA-102-5EM | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER SA102.5 | 2 | 41 | 1 | 0 | 6 | 6 |
| CAVALIER 102 5 | 2 | 41 | 1 | 0 | 1 | 1 |
| CAVALIER 102.5 | 2 | 41 | 1 | 0 | 5 | 5 |
| CAVALIER 1970 | 2 | 41 | 1 | 0 | 1 | 1 |
| CAYUSE | 2 | 41 | 1 | 0 | 1 | 1 |
| CA61 | 1 | 41 | 1 | 0 | 1 | 1 |
| CA61 MINI ACE | 2 | 41 | 1 | 0 | 1 | 1 |
| CA61-F | 1 | 41 | 1 | 0 | 1 | 1 |
| CA65 | 2 | 41 | 1 | 0 | 2 | 2 |
| CB SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| CB-001-A | 1 | 41 | 1 | 0 | 1 | 1 |
| CB-1 | 1 | 41 | 1 | 0 | 6 | 6 |
| CCW-5 | 1 | 51 | 2 | 0 | 1 | 1 |
| CD 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CE 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CELERITY | 2 | 41 | 1 | 0 | 1 | 1 |
| CENTERWING | 1 | 41 | 1 | 0 | 1 | 1 |
| CESSNA BECK/120 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CESSNA F152 | 2 | 41 | 1 | 0 | 3 | 3 |
| CF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CF-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| CG-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CGGB | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK | 1 | 41 | 1 | 0 | 40 | 40 |
| CGS HAWK A | 1 | 41 | 1 | 0 | 10 | 10 |
| CGS HAWK B | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK II | 2 | 41 | 1 | 0 | 3 | 3 |
| CGS HAWK MOD A | 2 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS HAWK MODEL B | 2 | 41 | 1 | 0 | 2 | 2 |
| CGS HAWK-A | 1 | 41 | 1 | 0 | 1 | 1 |
| CGS-HAWK-A | 1 | 41 | 1 | 0 | 2 | 2 |
| CG3 | 1 | 41 | 1 | 0 | 1 | 1 |
| CH | 2 | 41 | 1 | 0 | 1 | 1 |
| CH II CW SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| CH 701 S T O L | 2 | 41 | 1 | 0 | 1 | 1 |
| CH-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CH-300 ZENITH | 3 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER | 2 | 41 | 1 | 0 | 8 | 8 |
| CHALLENGER II | 2 | 41 | 1 | 0 | 48 | 48 |
| CHALLENGER II SPEC | 2 | 41 | 1 | 0 | 1 | 1 |
| CHALLENGER 2 | 2 | 41 | 1 | 0 | 2 | 2 |
| CHALLIS CHAFFINCH | 1 | 41 | 1 | 0 | 1 | 1 |
| CHAMPION JUPITER B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CHAPMAN RV 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| CHARGER MA-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| CHATTERS WAGABOND | 1 | 41 | 1 | 0 | 1 | 1 |
| CHECKMATE | 2 | 41 | 1 | 0 | 1 | 1 |
| CHEROKEE II | 1 | 41 | 1 | 0 | 1 | 1 |
| CHICKEN PLUCKER | 1 | 41 | 1 | 0 | 1 | 1 |
| CHINOOK | 2 | 41 | 1 | 0 | 2 | 2 |
| CHOTIA-460 | 1 | 41 | 1 | 0 | 1 | 1 |
| CHOUEST EAGLE II | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRIS TENA MINICOUPE | 1 | 41 | 1 | 0 | 2 | 2 |
| CHRIS-TENA | 1 | 41 | 1 | 0 | 1 | 1 |
| CHRISTAVIA MK I | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTAVIA MK-I | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTAVIA MK-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTAVIA MK1 | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTEN A-1 | 2 | 41 | 1 | 0 | 36 | 36 |
| CHRISTEN EAGLE | 2 | 41 | 1 | 0 | 12 | 12 |
| CHRISTEN EAGLE II | 2 | 41 | 1 | 0 | 218 | 218 |
| CHRISTEN EAGLE-I | 1 | 41 | 1 | 0 | 3 | 3 |
| CHRISTEN EAGLE-II | 2 | 41 | 1 | 0 | 18 | 18 |
| CHRISTEN EAGLE-II SE | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTEN EAGLEII | 2 | 41 | 1 | 0 | 2 | 2 |
| CHRISTEN EOGLE II | 1 | 41 | 1 | 0 | 1 | 1 |
| CHRISTEN II | 2 | 41 | 1 | 0 | 1 | 1 |
| CHRISTENA MINI COUPE | 1 | 41 | 1 | 0 | 2 | 2 |
| CHRISTENA MINI-COUPE | 1 | 41 | 1 | 0 | 1 | 1 |
| CHRISTENA MINICOUPE | 1 | 41 | 1 | 0 | 2 | 2 |
| CHRISTENNA MINICOUPE | 1 | 41 | 1 | 0 | 1 | 1 |
| CHRISTIAN EAGLE II | 2 | 41 | 1 | 0 | 19 | 19 |
| CHRISTINA | 1 | 41 | 1 | 0 | 1 | 1 |
| CHUJIAO 6 | 2 | 41 | 1 | 0 | 1 | 1 |
| CHUM | 1 | 41 | 1 | 0 | 1 | 1 |
| CHURCH MIDWING | 2 | 41 | 1 | 0 | 1 | 1 |
| CHURCH MIDWING JC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CH2 | 1 | 41 | 1 | 0 | 1 | 1 |
| CH250 | 2 | 41 | 1 | 0 | 1 | 1 |
| CH600 ZODIAC | 2 | 41 | 1 | 0 | 1 | 1 |
| CINQUANTA | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CIRCA NIEUPORT II | 1 | 41 | 1 | 0 | 1 | 1 |
| CIRRUS C30 | 4 | 41 | 1 | 0 | 1 | 1 |
| CJ 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CJ 1 STARLET | 1 | 41 | 1 | 0 | 1 | 1 |
| CJ 1R | 1 | 41 | 1 | 0 | 1 | 1 |
| CJ-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CJ2V | 1 | 41 | 1 | 0 | 1 | 1 |
| CK 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CL-601-2A12 | 21 | 51 | 2 | 0 | 7 | 7 |
| CLARK SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| CLASSIC | 2 | 41 | 1 | 0 | 1 | 1 |
| CLAYTON SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| CLEARY CL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CLEONE MARKWELL MK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CLH | 1 | 41 | 1 | 0 | 1 | 1 |
| CLICK GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIMAX I | 2 | 41 | 1 | 0 | 1 | 1 |
| CLINE EAGLE II | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIP WING CUB | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIP WING DART | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIPPED WING CUB | 2 | 41 | 1 | 0 | 1 | 1 |
| CLIPPER | 1 | 41 | 1 | 0 | 1 | 1 |
| CLOUD BUSTER | 2 | 41 | 1 | 0 | 1 | 1 |
| CLOUD DANCER JENNY | 1 | 41 | 1 | 0 | 1 | 1 |
| CLOUD DANCER JN 4DII | 2 | 41 | 1 | 0 | 1 | 1 |
| CLOUDBUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| CLOUDHAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| CM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CMI | 1 | 41 | 1 | 0 | 1 | 1 |
| CMNWEALTH BOOMERANG | 2 | 41 | 1 | 0 | 1 | 1 |
| CM2G1-S | 1 | 41 | 1 | 0 | 1 | 1 |
| CO-Z | 3 | 41 | 1 | 0 | 1 | 1 |
| CO-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| COBRA | 1 | 41 | 1 | 0 | 3 | 3 |
| COBRA HP | 1 | 41 | 1 | 0 | 1 | 1 |
| COBRA VIP | 1 | 41 | 1 | 0 | 2 | 2 |
| COCKATOO | 2 | 41 | 1 | 0 | 1 | 1 |
| COLLIER AMBASSADOR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| COMPETITOR | 2 | 41 | 1 | 0 | 1 | 1 |
| COMPETITOR-I | 1 | 41 | 1 | 0 | 1 | 1 |
| CONDER III+2 | 2 | 41 | 1 | 0 | 2 | 2 |
| CONDOR II | 1 | 41 | 1 | 0 | 7 | 7 |
| CONDOR III | 2 | 41 | 1 | 0 | 6 | 6 |
| CONDOR III + II | 2 | 41 | 1 | 0 | 1 | 1 |
| CONDOR III + 2 | 2 | 41 | 1 | 0 | 3 | 3 |
| CONDOR III +2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CONDOR III & II | 1 | 41 | 1 | 0 | 1 | 1 |
| CONDOR III 500 | : | 41 | 1 | 0 | 1 | 1 |
| CONDOR III+II | 2 | 41 | 1 | 0 | 4 | 4 |
| CONDOR III+2 | 2 | 41 | 1 | 0 | 5 | 5 |
| CONDOR III+2 500 | 2 | 41 | 1 | 0 | 1 | 1 |
| CONDOR 111 | 1 | 41 | 1 | 0 | 1 | 1 |
| CONDOR 3-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CONOVER SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| CONTIPLANE II | 2 | 41 | 1 | 0 | 1 | 1 |
| CONTROLWING GS10 | 1 | 41 | 1 | 0 | 1 | 1 |
| COOT | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT "A" | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT A | 2 | 41 | 1 | 0 | 4 | 4 |
| COOT A-AMPHIB | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT-A | 2 | 41 | 1 | 0 | 11 | 11 |
| COOT-A AMPHIBIAN | 2 | 41 | 1 | 0 | 1 | 1 |
| COOT-AMPHIBIAN | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN "D" | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CORBEN ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN ACE D | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN ACE HP-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN ACE JR E | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN BABY ACE | 1 | 41 | 1 | 0 | 2 | 2 |
| CORBEN BABY ACE "C" | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN BABY ACE C | 1 | 41 | 1 | 0 | 3 | 3 |
| CORBEN BABY ACE D | 1 | 41 | 1 | 0 | 4 | 4 |
| CORBEN BABY ACE E | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR ACE | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR ACE E | 2 | 41 | 1 | 0 | 3 | 3 |
| CORBEN JR ACE-E | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR MODEL E | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JR. ACE E | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN JUNIOR ACE | 2 | 41 | 1 | 0 | 3 | 3 |
| CORBEN JUNIOR ACE E | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBEN SUPER ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBEN SUPER ACE FB | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBIN ACE MODEL "D" | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBIN BABY ACE | 1 | 41 | 1 | 0 | 4 | 4 |
| CORBIN BABY ACE D | 1 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JR ACE-E | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JR. ACE MOD. | 2 | 41 | 1 | 0 | 1 | 1 |
| CORBIN JUNIOR ACE E | 2 | 41 | 1 | 0 | 2 | 2 |
| CORBY CJ-1 STARLET | 1 | 41 | 1 | 0 | 1 | 1 |
| CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| CORSAIR F-4U-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| CORSAIR F4U | 1 | 41 | 1 | 0 | 1 | 1 |
| COSMAN MODEL 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| COSMIC WIND | 1 | 41 | 1 | 0 | 1 | 1 |
| COSMOS PROFIL 19 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR | 1 | 41 | 1 | 0 | 10 | 10 |
| COUGAR FW | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR G.U.D.-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR I | 2 | 41 | 1 | 0 | 3 | 3 |
| COUGAR MGE-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR SBS | 2 | 41 | 1 | 0 | 1 | 1 |
| COUGAR TY-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR WIND-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR 1 | 1 | 41 | 1 | 0 | 8 | 8 |
| COUGAR-TAILWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| COUGAR-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| COUGER | 2 | 41 | 1 | 0 | 1 | 1 |
| COUNTS SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| COUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| COURTNEY TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| COYOTE 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| COYOTE 180 | 2 | 41 | 1 | 0 | 1 | 1 |
| COZY | 3 | 41 | 1 | 0 | 19 | 19 |
| COZY LONG EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| COZY MARK IV | 4 | 41 | 1 | 0 | 1 | 1 |
| CP 301 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-30 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-301 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-301-A | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-301A | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-304 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-304A | 2 | 41 | 1 | 0 | 1 | 1 |
| CP-305 | 2 | 41 | 1 | 0 | 2 | 2 |
| CP-311 | 2 | 41 | 1 | 0 | 1 | 1 |
| CP305 | 2 | 41 | 1 | 0 | 1 | 1 |
| CR 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CRAFTSMAN BOBCAT | 1 | 41 | 1 | 0 | 1 | 1 |
| CREED SPECIAL T | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CRI-CRI MC-15 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRICKET MC-12 | 1 | 51 | 2 | 0 | 7 | 7 |
| CRICKET MC-15 | 1 | 51 | 2 | 0 | 1 | 1 |
| CRICRI MC 22 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRICRI MC-22 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRIS-TENA | 1 | 41 | 1 | 0 | 1 | 1 |
| CROCKODILE | 1 | 41 | 1 | 0 | 1 | 1 |
| CROSS COUNTRY COUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| CRS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| CRUISER MOD-24 | 1 | 41 | 1 | 0 | 1 | 1 |
| CS#2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CTO | 3 | 41 | 1 | 0 | 1 | 1 |
| CU-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBBER II | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY | 2 | 41 | 1 | 0 | 20 | 20 |
| CUBY ACRO TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY II | 2 | 41 | 1 | 0 | 2 | 2 |
| CUBY L21B-135 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY MODEL-B | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY OBSERVER | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY PA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY SPORT TRAINER | 2 | 41 | 1 | 0 | 4 | 4 |
| CUBY STANDARD | 2 | 41 | 1 | 0 | 1 | 1 |
| CUBY WAG-A-BOND | 2 | 41 | 1 | 0 | 1 | 1 |
| CURRIE WOT | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTIS A-1 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTIS WRIGHT JR | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTIS-LADYBIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS D | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS JN REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS JUNE BUG | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS P-40N | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS PUSHER | 1 | 41 | 1 | 0 | 1 | 1 |
| CURTISS PUSHER E8-90 | 2 | 41 | 1 | 0 | 1 | 1 |
| CURTISS-SENIOR 1933 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUSHING 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| CUSTOM | 3 | 41 | 1 | 0 | 1 | 1 |
| CVJETKOVIC | 2 | 41 | 1 | 0 | 1 | 1 |
| CVJETKOVIC CA-65 | 2 | 41 | 1 | 0 | 2 | 2 |
| CVJETKOVIC CA65 | 2 | 41 | 1 | 0 | 1 | 1 |
| CVJETKOVIC-CA-65 | 1 | 41 | 1 | 0 | 1 | 1 |
| CW JR REPLICA MOD | 1 | 41 | 1 | 0 | 1 | 1 |
| CW-1 REP. | 2 | 41 | 1 | 0 | 1 | 1 |
| CW-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CWO2 | 2 | 41 | 1 | 0 | 1 | 1 |
| CYGNET | 2 | 41 | 1 | 0 | 1 | 1 |
| CYGNET SF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| CYGNET SF-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| CYGNET SF2A | 2 | 41 | 1 | 0 | 2 | 2 |
| CYGNET 2F-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| C1A | 1 | 41 | 1 | 0 | 1 | 1 |
| C1C | 1 | 41 | 1 | 0 | 1 | 1 |
| C107P | 2 | 41 | 1 | 0 | 1 | 1 |
| C111M | 1 | 41 | 1 | 0 | 1 | 1 |
| C65 | 1 | 41 | 1 | 0 | 2 | 2 |
| D | 1 | 41 | 1 | 0 | 43 | 43 |
| D MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| D&D SPECIAL D-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| D-III REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| D-VIII | 1 | 41 | 1 | 0 | 1 | 1 |
| D-1 | 1 | 41 | 1 | 0 | 5 | 5 |
| D-11 | 1 | 41 | 1 | 0 | 5 | 5 |
| D-11S | 2 | 41 | 1 | 0 | 1 | 1 |
| D-2 | 1 | 51 | 2 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| D-2000 | 2 | 41 | 1 | 0 | 1 | 1 |
| D-201 SPORT WING | 2 | 41 | 1 | 0 | 1 | 1 |
| D-260 | 2 | 41 | 1 | 0 | 7 | 7 |
| D-45 | 2 | 41 | 1 | 0 | 2 | 2 |
| D-7 | 1 | 41 | 1 | 0 | 3 | 3 |
| D-9 | 1 | 41 | 1 | 0 | 9 | 9 |
| D-9FG | 1 | 41 | 1 | 0 | 1 | 1 |
| DA-2A | 2 | 41 | 1 | 0 | 8 | 8 |
| DA-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| DA-5A | 1 | 41 | 1 | 0 | 1 | 1 |
| DA-6 | 4 | 41 | 1 | 0 | 1 | 1 |
| DA-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAB-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| DAGGER | 1 | 41 | 1 | 0 | 1 | 1 |
| DAL 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAL-1 | 2 | 41 | 1 | 0 | 7 | 7 |
| DAPHNE | 2 | 41 | 1 | 0 | 1 | 1 |
| DAPHNE SD 1A | 2 | 41 | 1 | 0 | 1 | 1 |
| DAPHNE SD-1A | 2 | 41 | 1 | 0 | 3 | 3 |
| DAPHNE SD-1AM | 1 | 41 | 1 | 0 | 1 | 1 |
| DAPHNE SD1A | 2 | 41 | 1 | 0 | 4 | 4 |
| DARST EUGENE | 1 | 41 | 1 | 0 | 1 | 1 |
| DART ULA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DAUNTLESS | 1 | 41 | 1 | 0 | 1 | 1 |
| DAVIS D-1S | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-2A | 2 | 41 | 1 | 0 | 15 | 15 |
| DAVIS DA-2B | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-2C | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS DA-3 | 3 | 41 | 1 | 0 | 2 | 2 |
| DAVIS DA2A | 2 | 41 | 1 | 0 | 4 | 4 |
| DAVIS DA2B | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS T-33 | 2 | 41 | 1 | 0 | 1 | 1 |
| DAVIS-DA-2-A | 2 | 41 | 1 | 0 | 1 | 1 |
| DAWN CRACKER | 2 | 41 | 1 | 0 | 1 | 1 |
| DAYDREAM | 1 | 41 | 1 | 0 | 2 | 2 |
| DA4-B | 4 | 41 | 1 | 0 | 1 | 1 |
| DA5-A | 1 | 41 | 1 | 0 | 1 | 1 |
| DB SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| DBL AIRPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| DB2 | 3 | 41 | 1 | 0 | 1 | 1 |
| DCV | 2 | 41 | 1 | 0 | 1 | 1 |
| DDT | 2 | 41 | 1 | 0 | 1 | 1 |
| DEAN COZY | 3 | 41 | 1 | 0 | 1 | 1 |
| DEARDORFF SPECIAL | 3 | 41 | 1 | 0 | 1 | 1 |
| DEFIANT | 4 | 41 | 1 | 0 | 5 | 5 |
| DEFIANT (KELLER) | 4 | 51 | 2 | 0 | 1 | 1 |
| DEFIANT RUTAN | 4 | 41 | 1 | 0 | 1 | 1 |
| DEHAVILLAND DHC-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DEHAVILLAND DH5 | 1 | 41 | 1 | 0 | 1 | 1 |
| DEHAVILLAND DRGNFLY | 1 | 51 | 2 | 0 | 1 | 1 |
| DELTA JD-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| DELTA WING | 4 | 41 | 1 | 0 | 1 | 1 |
| DELTA-STINGRAY | 1 | 41 | 1 | 0 | 1 | 1 |
| DEMOISELLE | 1 | 41 | 1 | 0 | 2 | 2 |
| DEMOISELLE MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| DENNEY KITFOX | 2 | 41 | 1 | 0 | 1 | 1 |
| DENNING EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| DEPERDUSSIN | 1 | 41 | 1 | 0 | 1 | 1 |
| DER JAGER | 1 | 41 | 1 | 0 | 3 | 3 |
| DER JAGER D IX | 1 | 41 | 1 | 0 | 3 | 3 |
| DER JAGER D 1X | 1 | 41 | 1 | 0 | 1 | 1 |
| DER JAGER D-IX | 1 | 41 | 1 | 0 | 1 | 1 |
| DER JAGER DIX | 1 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| DER JAGER DIX WW 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DER KRICKET | 1 | 41 | 1 | 0 | 2 | 2 |
| DER KRICKET DK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DERJAGER D IX | 1 | 41 | 1 | 0 | 1 | 1 |
| DETRICK DA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DEUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| DEVER FIREFLY | 2 | 41 | 1 | 0 | 1 | 1 |
| DEVIOUS | 2 | 41 | 1 | 0 | 1 | 1 |
| DF-7 | 1 | 41 | 1 | 0 | 2 | 2 |
| DF-8 | 1 | 41 | 1 | 0 | 1 | 1 |
| DFA | 1 | 41 | 1 | 0 | 1 | 1 |
| DF9 | 1 | 41 | 1 | 0 | 1 | 1 |
| DG-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| DGA1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| DH 82A | 2 | 41 | 1 | 0 | 1 | 1 |
| DH-4M2A | 2 | 41 | 1 | 0 | 1 | 1 |
| DH-82A | 2 | 41 | 1 | 0 | 1 | 1 |
| DIAMANT | 4 | 41 | 1 | 0 | 1 | 1 |
| DIAMOND | 1 | 41 | 1 | 0 | 2 | 2 |
| DIEHL ECSTACY | 1 | 41 | 1 | 0 | 1 | 1 |
| DIEHL XTC | 1 | 41 | 1 | 0 | 4 | 4 |
| DISCOVERY | 2 | 41 | 1 | 0 | 1 | 1 |
| DISNEY BUCCANEER | 1 | 41 | 1 | 0 | 1 | 1 |
| DK 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DKE SKYBOLT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DKV | 2 | 41 | 1 | 0 | 1 | 1 |
| DLC1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DN-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DO 27 A | 5 | 41 | 1 | 0 | 1 | 1 |
| DO 27 A1 | 8 | 41 | 1 | 0 | 1 | 1 |
| DO 27 A5 | 8 | 41 | 1 | 0 | 1 | 1 |
| DO 27 B1 | 8 | 41 | 1 | 0 | 3 | 3 |
| DO 27 B5 | 8 | 41 | 1 | 0 | 1 | 1 |
| DODGE COBRA II | 2 | 41 | 1 | 0 | 1 | 1 |
| DOE-GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| DOLPHIN | 1 | 41 | 1 | 0 | 4 | 4 |
| DOLPHIN I | 6 | 51 | 2 | 0 | 1 | 1 |
| DONKEY-MODEL "A" | 1 | 41 | 1 | 0 | 1 | 1 |
| DOOHICKEY MOD. A | 1 | 41 | 1 | 0 | 1 | 1 |
| DORMOY BATH TUB | 1 | 41 | 1 | 0 | 1 | 1 |
| DORMOY BATHTUB | 1 | 41 | 1 | 0 | 2 | 2 |
| DORMOY BATHTUB M.K. | 1 | 41 | 1 | 0 | 1 | 1 |
| DORMOY FLYINGBATHTUB | 1 | 41 | 1 | 0 | 1 | 1 |
| DOT | 2 | 41 | 1 | 0 | 1 | 1 |
| DOUBLE EAGLE | 1 | 41 | 1 | 0 | 2 | 2 |
| DR 1 FOKKER | 1 | 41 | 1 | 0 | 1 | 1 |
| DR 277 | 1 | 41 | 1 | 0 | 1 | 1 |
| DR 532 | 1 | 41 | 1 | 0 | 2 | 2 |
| DR.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DR-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| DR-503 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRAG-N-FLY CT-TF | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGON FLY | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGON FLY-B | 1 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY | 2 | 41 | 1 | 0 | 125 | 125 |
| DRAGONFLY II | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY MARK II | 2 | 41 | 1 | 0 | 2 | 2 |
| DRAGONFLY MARK 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY MK I | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAGONFLY MK II | 2 | 41 | 1 | 0 | 5 | 5 |
| DRAGONFLY-MARK II | 2 | 41 | 1 | 0 | 1 | 1 |
| DRAKE | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| DRIFTER | 1 | 41 | 1 | 0 | 5 | 5 |
| DRIFTER DR 277 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER XP | 1 | 41 | 1 | 0 | 4 | 4 |
| DRIFTER XP 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER XP-503 | 2 | 41 | 1 | 0 | 6 | 6 |
| DRIFTER XP503 | 2 | 41 | 1 | 0 | 8 | 8 |
| DRIFTER 503 | 1 | 41 | 1 | 0 | 2 | 2 |
| DRIFTER 532 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER-HP | 1 | 41 | 1 | 0 | 1 | 1 |
| DRIFTER-XP | 2 | 41 | 1 | 0 | 3 | 3 |
| DRUCKMAN 101 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRUCKMAN 102 | 1 | 41 | 1 | 0 | 1 | 1 |
| DRUINE TURBULENT | 1 | 41 | 1 | 0 | 1 | 1 |
| DRX-103B | 1 | 41 | 1 | 0 | 1 | 1 |
| DS | 2 | 41 | 1 | 0 | 1 | 1 |
| DS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA | 1 | 41 | 1 | 0 | 4 | 4 |
| DSA MINIPLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| DSA-M3 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-1 | 1 | 41 | 1 | 0 | 82 | 82 |
| DSA-1 MINI PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-1-G | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSA-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| DSK NOMAD DS-26B | 1 | 41 | 1 | 0 | 1 | 1 |
| DSK-II HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| DUALSTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| DUCE | 2 | 41 | 1 | 0 | 2 | 2 |
| DUFLUNKEE CUB | 4 | 41 | 1 | 0 | 1 | 1 |
| DUKE D-18 | 1 | 41 | 1 | 0 | 1 | 1 |
| DULMES ARROW | 1 | 41 | 1 | 0 | 1 | 1 |
| DUNCAN AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| DUNCAN SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| DUNN PIXIE | 2 | 41 | 1 | 0 | 1 | 1 |
| DURAND MARK V | 2 | 41 | 1 | 0 | 1 | 1 |
| DURAND MK V | 2 | 41 | 1 | 0 | 1 | 1 |
| DURAND V | 1 | 41 | 1 | 0 | 1 | 1 |
| DURLEY SCOOTER | 2 | 41 | 1 | 0 | 1 | 1 |
| DX 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DY-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA HH2 | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA JD-2 | 4 | 41 | 1 | 0 | 14 | 14 |
| DYKE DELTA JD-2A | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA JDII | 4 | 41 | 1 | 0 | 1 | 1 |
| DYKE DELTA JD2 | 4 | 41 | 1 | 0 | 2 | 2 |
| D1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| D200 | 2 | 41 | 1 | 0 | 1 | 1 |
| D26 | 1 | 41 | 1 | 0 | 1 | 1 |
| D3G | 2 | 41 | 1 | 0 | 1 | 1 |
| D9R1 | 1 | 41 | 1 | 0 | 1 | 1 |
| E | 2 | 41 | 1 | 0 | 5 | 5 |
| E III | 1 | 41 | 1 | 0 | 1 | 1 |
| E.A.A. ACROSPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| E.A.A. BIPLANE P-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| E.A.A. SPORT MDL. P | 1 | 41 | 1 | 0 | 1 | 1 |
| E&P SPECIAL | 1 | 41 | 1 | 0 | 2 | 2 |
| E-RACER | 2 | 41 | 1 | 0 | 1 | 1 |
| E-1 | 3 | 41 | 1 | 0 | 1 | 1 |
| EA 230 | 1 | 41 | 1 | 0 | 6 | 6 |
| EA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA ACRO II | 2 | 41 | 1 | 0 | 1 | 1 |
| EAA ACRO SPORT | 1 | 41 | 1 | 0 | 11 | 11 |
| EAA ACRO SPORT II | 1 | 41 | 1 | 0 | 5 | 5 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| EAA ACRO-SPORT | 1 | 41 | 1 | 0 | 3 | 3 |
| EAA ACRO-SPORT P-8 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA ACRO-SPORT-II | 2 | 41 | 1 | 0 | 1 | 1 |
| EAA ACROSPORT | 1 | 41 | 1 | 0 | 3 | 3 |
| EAA ACROSPORT-I | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BI-PLANE | 2 | 41 | 1 | 0 | 5 | 5 |
| EAA BIPANE | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLAME | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE | 1 | 41 | 1 | 0 | 29 | 29 |
| EAA BIPLANE B1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE MOD "P" | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE MODEL P | 1 | 41 | 1 | 0 | 2 | 2 |
| EAA BIPLANE MP2 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P | 1 | 41 | 1 | 0 | 4 | 4 |
| EAA BIPLANE P 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P-2 | 1 | 41 | 1 | 0 | 15 | 15 |
| EAA BIPLANE P-2S | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P-2X | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P1 | 1 | 41 | 1 | 0 | 3 | 3 |
| EAA BIPLANE P1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE P2 | 1 | 41 | 1 | 0 | 6 | 6 |
| EAA BIPLANE 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANE-P | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA BIPLANEP-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA MOD "M" | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA MODEL P | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P-2 BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P2 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA P2 BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SPORT BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SPORT BIPLANE P2 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAA SUPER ACRO SPORT | 1 | 41 | 1 | 0 | 2 | 2 |
| EAA-BIPLANE HK-SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| EAABIPLANE P2M | 1 | 41 | 1 | 0 | 1 | 1 |
| EAC 10 | 1 | 41 | 1 | 0 | 1 | 1 |
| EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLE II | 2 | 41 | 1 | 0 | 3 | 3 |
| EAGLE MODEL 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLE XL | 1 | 41 | 1 | 0 | 1 | 1 |
| EAGLE 086 | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLE 2 PLACE | 1 | 41 | 1 | 0 | 1 | 1 |
| EAGLE 2-PLACE | 2 | 41 | 1 | 0 | 4 | 4 |
| EAGLE-II | 2 | 41 | 1 | 0 | 1 | 1 |
| EAGLET | 1 | 41 | 1 | 0 | 1 | 1 |
| EF-1 | 4 | 41 | 1 | 0 | 1 | 1 |
| EHW-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPER O/S MXII | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER FORMANCE MXII | 2 | 41 | 1 | 0 | 2 | 2 |
| EIPPER GS 400S | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT 400S | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT-400 | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GTS 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT280C | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT400 | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER GT400S | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MX | 1 | 41 | 1 | 0 | 5 | 5 |
| EIPPER MX II | 2 | 41 | 1 | 0 | 18 | 18 |
| EIPPER MX SUPER | 2 | 41 | 1 | 0 | 4 | 4 |
| EIPPER MX-II | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| EIPPER MX-II A | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXII A | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXL | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXL II | 2 | 41 | 1 | 0 | 7 | 7 |
| EIPPER MXL-II | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXLII HP | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MXL2 HP | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MX2 | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MX2 1815 | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER MX2L | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPER-COREY MX II | 1 | 41 | 1 | 0 | 1 | 1 |
| EIPPER/CURTISS MXL-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| EIPPERMX2QUICKSILVER | 2 | 41 | 1 | 0 | 1 | 1 |
| EL BUTEO | 2 | 41 | 1 | 0 | 1 | 1 |
| EL CAMINO 70-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EL GRINGO | 1 | 41 | 1 | 0 | 1 | 1 |
| ELG D | 1 | 41 | 1 | 0 | 1 | 1 |
| ELLIS PITTS | 1 | 41 | 1 | 0 | 1 | 1 |
| EM-60 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERALD | 1 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE | 2 | 41 | 1 | 0 | 8 | 8 |
| EMERAUDE CP 301 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP 301A | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-300A | 1 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-301 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-301A | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-305A | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-310 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP-311 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP301 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE CP328/150 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERAUDE 301 | 2 | 41 | 1 | 0 | 1 | 1 |
| EMERUDE 301-A | 2 | 41 | 1 | 0 | 1 | 1 |
| ENGLISH-HATZ CB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| EOS/001 | 1 | 41 | 1 | 0 | 2 | 2 |
| ESP WILD GOOSE | 2 | 41 | 1 | 0 | 1 | 1 |
| ESPERANZA 4 | 2 | 41 | 1 | 0 | 2 | 2 |
| ESPRIT S2 | 2 | 41 | 1 | 0 | 1 | 1 |
| EVANS V.P. II | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VOLKSPLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| EVANS VOLKSPLANE II | 2 | 41 | 1 | 0 | 2 | 2 |
| EVANS VOLKSPLANE VP- | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VOLKSPLANE VP1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VOLKSPLANE WS1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP | 1 | 41 | 1 | 0 | 2 | 2 |
| EVANS VP II | 2 | 41 | 1 | 0 | 4 | 4 |
| EVANS VP 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP-II | 2 | 41 | 1 | 0 | 3 | 3 |
| EVANS VP-1 | 1 | 41 | 1 | 0 | 46 | 46 |
| EVANS VP-1 DB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP-1 1500S | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS VP-2 | 2 | 41 | 1 | 0 | 15 | 15 |
| EVANS VPI | 1 | 41 | 1 | 0 | 2 | 2 |
| EVANS VPII | 2 | 41 | 1 | 0 | 2 | 2 |
| EVANS VP1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EVANS WE-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| EVANS/FRANCIS VP 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| EWERT 02 | 1 | 41 | 1 | 0 | 1 | 1 |
| EXCELSIOR | 1 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL | 2 | 41 | 1 | 0 | 4 | 4 |
| EXPERIMENTAL KR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL RB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL S.E.L | 2 | 41 | 1 | 0 | 1 | 1 |
| EXPERIMENTAL 1DG | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| EXPERMENTAL RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| EXTRA LONG-EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| EZ BREEZE 100 | 2 | 41 | 1 | 0 | 1 | 1 |
| EZ-T | 2 | 41 | 1 | 0 | 1 | 1 |
| EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| E3B | 1 | 41 | 1 | 0 | 11 | 11 |
| E50 | 6 | 51 | 2 | 0 | 1 | 1 |
| F | 2 | 41 | 1 | 0 | 1 | 1 |
| F.R.E.D. | 1 | 41 | 1 | 0 | 1 | 1 |
| F.1 CAMEL | 1 | 41 | 1 | 0 | 1 | 1 |
| F.8L FALCO | 2 | 41 | 1 | 0 | 1 | 1 |
| F-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| F-10 | 1 | 41 | 1 | 0 | 2 | 2 |
| F-11 | 3 | 41 | 1 | 0 | 4 | 4 |
| F-12 | 2 | 41 | 1 | 0 | 3 | 3 |
| F-13 | 2 | 41 | 1 | 0 | 1 | 1 |
| F-22 | 2 | 41 | 1 | 0 | 2 | 2 |
| F-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| FA 01 | 1 | 41 | 1 | 0 | 1 | 1 |
| FAIRCHILD F-22 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCO | 2 | 41 | 1 | 0 | 3 | 3 |
| FALCO F 8L | 3 | 41 | 1 | 0 | 1 | 1 |
| FALCO F.8L | 2 | 41 | 1 | 0 | 5 | 5 |
| FALCO F8 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCO F8L | 2 | 41 | 1 | 0 | 6 | 6 |
| FALCOMAR F-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCON | 1 | 41 | 1 | 0 | 5 | 5 |
| FALCON A | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCON SPECIAL S/R | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCON X-9 B | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON XC | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON XP | 2 | 41 | 1 | 0 | 67 | 67 |
| FALCON XP-B | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON XP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCON-XP | 2 | 41 | 1 | 0 | 26 | 26 |
| FALCONAR F-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCONAR F-11 | 2 | 41 | 1 | 0 | 2 | 2 |
| FALCONAR F-12 | 1 | 41 | 1 | 0 | 3 | 3 |
| FALCONAR F12 | 2 | 41 | 1 | 0 | 1 | 1 |
| FALCONAR F9 | 1 | 41 | 1 | 0 | 1 | 1 |
| FALCONOR F-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| FANTASY | 1 | 41 | 1 | 0 | 1 | 1 |
| FARINA RF-1 FRIGATE | 1 | 41 | 1 | 0 | 1 | 1 |
| FATBAT | 2 | 41 | 1 | 0 | 1 | 1 |
| FB-1 AMPHIBIAN | 2 | 41 | 1 | 0 | 1 | 1 |
| FB-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| FHU CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| FH1-SUPER TWIN | 2 | 51 | 2 | 0 | 1 | 1 |
| FI-156-C1 | 2 | 41 | 1 | 0 | 2 | 2 |
| FIAT G-46-B | 2 | 41 | 1 | 0 | 1 | 1 |
| FIBAIR 109 | 1 | 41 | 1 | 0 | 1 | 1 |
| FIBERBIRD XP1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FIKE | 1 | 41 | 1 | 0 | 1 | 1 |
| FIN-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FIREBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| FIREBOLT MODEL C | 2 | 41 | 1 | 0 | 1 | 1 |
| FIREFLY | 2 | 41 | 1 | 0 | 3 | 3 |
| FIRESTAR | 1 | 41 | 1 | 0 | 2 | 2 |
| FIRST STRIKE | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP 202 KOALA | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP 404 | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP-404M | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER FP101 | 1 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| FISHER SUPER KOALA | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER 1985 | 2 | 51 | 2 | 0 | 1 | 1 |
| FISHER 303 | 1 | 41 | 1 | 0 | 1 | 1 |
| FISHER 404 | 1 | 41 | 1 | 0 | 1 | 1 |
| FK 1 STOL | 2 | 41 | 1 | 0 | 1 | 1 |
| FK2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FL | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAC WITH TAIL | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLOR SCOOTER | 1 | 41 | 1 | 0 | 7 | 7 |
| FLAGLOR SCOOTER DSA | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLOR SCOOTER 57 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLAGLOR-SCOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| FLEET 16B | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET-BOLLINGER | 2 | 41 | 1 | 0 | 1 | 1 |
| FLEET-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSTAR | 1 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSTAR MC | 1 | 41 | 1 | 0 | 1 | 1 |
| FLIGHTSTER 2 PLACE | 2 | 41 | 1 | 0 | 1 | 1 |
| FLUT-R-BUG SA5A | 2 | 41 | 1 | 0 | 1 | 1 |
| FLUT-R-BUG SA6B | 2 | 41 | 1 | 0 | 2 | 2 |
| FLUTER BUG SA6B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY BABY | 1 | 41 | 1 | 0 | 21 | 21 |
| FLY BABY I | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY BABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY BABY 1-A | 1 | 41 | 1 | 0 | 10 | 10 |
| FLY BABY 1A | 2 | 41 | 1 | 0 | 13 | 13 |
| FLY BABY 1B | 1 | 41 | 1 | 0 | 3 | 3 |
| FLY BABY 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-BABY | 1 | 41 | 1 | 0 | 4 | 4 |
| FLY-BABY 1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-BABY 1A | 1 | 41 | 1 | 0 | 4 | 4 |
| FLY-BABY 1B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-BABY-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLY-B1 BABY | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY | 1 | 41 | 1 | 0 | 12 | 12 |
| FLYBABY BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY I | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1 B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1-A | 1 | 41 | 1 | 0 | 7 | 7 |
| FLYBABY 1-B | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYBABY 1A | 1 | 41 | 1 | 0 | 10 | 10 |
| FLYBIKE | 1 | 41 | 1 | 0 | 2 | 2 |
| FLYER H | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYER 10 | 2 | 41 | 1 | 0 | 1 | 1 |
| FLYING BATHTUB | 2 | 41 | 1 | 0 | 1 | 1 |
| FLYING BOAT | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYING DUTCHMAN | 1 | 41 | 1 | 0 | 1 | 1 |
| FLYING PLANK II | 1 | 41 | 1 | 0 | 1 | 1 |
| FM SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF FW 190 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF FW-190 A8 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF FW190 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE WULF 190 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE-WULF FW 190 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE-WULF FW190 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOCKE-WULF 190 | 1 | 41 | 1 | 0 | 2 | 2 |
| FOKKER D VII | 1 | 41 | 1 | 0 | 3 | 3 |
| FOKKER D-VII REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-V11/2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-7 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-7 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER D-8 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| FOKKER DR 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR 1 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR-I | 1 | 41 | 1 | 0 | 4 | 4 |
| FOKKER DR-I-TRI-PLAN | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR-1 | 1 | 41 | 1 | 0 | 8 | 8 |
| FOKKER DR-1 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR-1 TRIPLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| FOKKER DR1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR1 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER DR1 TRIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER E III | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER F-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER F1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER LIGHT | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER TRIPLANE DR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER TRIPLANE DR1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FOKKER VII | 1 | 41 | 1 | 0 | 1 | 1 |
| FOLKER DR-1 TRIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| FOO FIGHTER JD2FF | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMAL VEE | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMULA VEE SL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMULA 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FORMULA-I JP-001 | 1 | 41 | 1 | 0 | 1 | 1 |
| FORTON SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| FOSTER AIRSPEED | 1 | 41 | 1 | 0 | 1 | 1 |
| FOUR HUNDRED | 2 | 41 | 1 | 0 | 1 | 1 |
| FOUR-RUNNER | 4 | 41 | 1 | 0 | 1 | 1 |
| FP 101 | 1 | 41 | 1 | 0 | 2 | 2 |
| FP 404 | 1 | 41 | 1 | 0 | 2 | 2 |
| FP-101 | 1 | 41 | 1 | 0 | 4 | 4 |
| FP-202 | 1 | 41 | 1 | 0 | 2 | 2 |
| FP-303 | 1 | 41 | 1 | 0 | 1 | 1 |
| FP-404 | 1 | 41 | 1 | 0 | 4 | 4 |
| FP-404 BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| FP101 | 1 | 41 | 1 | 0 | 1 | 1 |
| FP202 KOALA | 1 | 41 | 1 | 0 | 1 | 1 |
| FRANKLIN F | 1 | 41 | 1 | 0 | 1 | 1 |
| FRANKLIN SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| FRANKSPLANE A | 1 | 41 | 1 | 0 | 1 | 1 |
| FRED S1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FREEDOM MASTER FM-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| FS-21000 | 1 | 41 | 1 | 0 | 1 | 1 |
| FT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| FTX 01 | 1 | 41 | 1 | 0 | 1 | 1 |
| FUBAR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| FUN-AIR | 2 | 41 | 1 | 0 | 1 | 1 |
| FUNAIR 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| FURY II | 1 | 41 | 1 | 0 | 1 | 1 |
| FURY MARK II | 1 | 41 | 1 | 0 | 1 | 1 |
| FURY 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| FW-190 | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-190 A-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-190 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| FW-190A | 1 | 41 | 1 | 0 | 1 | 1 |
| FX - 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F2B BRISTOL REPLICA | 2 | 41 | 1 | 0 | 6 | 6 |
| F21B | 2 | 41 | 1 | 0 | 12 | 12 |
| F4B CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| F4B4 | 1 | 41 | 1 | 0 | 1 | 1 |
| F4U CORSAIR | 1 | 41 | 1 | 0 | 5 | 5 |
| F51D MUSTANG | 2 | 41 | 1 | 0 | 1 | 1 |
| F6C-4 HAWK | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| F8F-1/2 | 1 | 41 | 1 | 0 | 1 | 1 |
| F8L FALCO | 2 | 41 | 1 | 0 | 2 | 2 |
| F85P-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F85SS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| G | 1 | 41 | 1 | 0 | 3 | 3 |
| G B DEUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| G.L.B | 1 | 41 | 1 | 0 | 1 | 1 |
| G-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| G-12 | 1 | 41 | 1 | 0 | 1 | 1 |
| G-164C | 1 | 41 | 1 | 0 | 18 | 18 |
| G-802 ORION | 4 | 41 | 1 | 0 | 1 | 1 |
| GA-7 | 4 | 51 | 2 | 0 | 2 | 2 |
| GALLOWAY XTC | 1 | 41 | 1 | 0 | 1 | 1 |
| GAM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GANAGOBIE | 1 | 41 | 1 | 0 | 1 | 1 |
| GB-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| GB#6 | 1 | 41 | 1 | 0 | 1 | 1 |
| GBM2 | 2 | 41 | 1 | 0 | 1 | 1 |
| GCW-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| GDA-001 | 2 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE | 2 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE MODEL Z | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER D | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER-D | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE Y | 1 | 41 | 1 | 0 | 1 | 1 |
| GEM 260 | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI HUMMINGBIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI TRACTORPLANE | 2 | 51 | 2 | 0 | 1 | 1 |
| GENBUG | 1 | 41 | 1 | 0 | 1 | 1 |
| GENE'S TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| GENES TEENIE MOD. 1. | 1 | 41 | 1 | 0 | 1 | 1 |
| GENNIE TENNIE | 1 | 41 | 1 | 0 | 1 | 1 |
| GEODETIC 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GERE SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| GETTINGS P-47 | 1 | 41 | 1 | 0 | 1 | 1 |
| GG-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| GH-001 | 1 | 41 | 1 | 0 | 1 | 1 |
| GHAN SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| GH2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GIBSON-ROGERS AEROCR | 1 | 41 | 1 | 0 | 1 | 1 |
| GL SUPER BABY | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR | 2 | 41 | 1 | 0 | 67 | 67 |
| GLASAIR (KNIGHT) | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR F T | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR FT | 2 | 41 | 1 | 0 | 8 | 8 |
| GLASAIR GARG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR I RG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR I-RG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR II FT | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II FT SH | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II RG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR III | 2 | 41 | 1 | 0 | 19 | 19 |
| GLASAIR RG | 2 | 41 | 1 | 0 | 23 | 23 |
| GLASAIR RG (SH-2) | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG SH-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG SH-2R | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR SH 2 | 2 | 41 | 1 | 0 | 5 | 5 |
| GLASAIR SH 2F | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR SH 2R | 2 | 41 | 1 | 0 | 3 | 3 |
| GLASAIR SH-2 | 2 | 41 | 1 | 0 | 42 | 42 |
| GLASAIR SH-2F | 2 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| F8F-1/2 | 1 | 41 | 1 | 0 | 1 | 1 |
| F8L FALCO | 2 | 41 | 1 | 0 | 2 | 2 |
| F85P-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| F85SS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| G | 1 | 41 | 1 | 0 | 3 | 3 |
| G B DEUCE | 2 | 41 | 1 | 0 | 1 | 1 |
| G.L.B | 1 | 41 | 1 | 0 | 1 | 1 |
| G-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| G-12 | 1 | 41 | 1 | 0 | 1 | 1 |
| G-164C | 1 | 41 | 1 | 0 | 18 | 18 |
| G-802 ORION | 4 | 41 | 1 | 0 | 1 | 1 |
| GA-7 | 4 | 51 | 2 | 0 | 2 | 2 |
| GALLOWAY XTC | 1 | 41 | 1 | 0 | 1 | 1 |
| GAM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GANAGOBIE | 1 | 41 | 1 | 0 | 1 | 1 |
| GB-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| GB#6 | 1 | 41 | 1 | 0 | 1 | 1 |
| GBM2 | 2 | 41 | 1 | 0 | 1 | 1 |
| GCW-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| GDA-001 | 2 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE | 2 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE MODEL Z | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER D | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE SPORTSTER-D | 1 | 41 | 1 | 0 | 1 | 1 |
| GEE BEE Y | 1 | 41 | 1 | 0 | 1 | 1 |
| GEM 260 | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI HUMMINGBIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| GEMINI TRACTORPLANE | 2 | 51 | 2 | 0 | 1 | 1 |
| GENBUG | 1 | 41 | 1 | 0 | 1 | 1 |
| GENE'S TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| GENES TEENIE MOD. 1. | 1 | 41 | 1 | 0 | 1 | 1 |
| GENNIE TENNIE | 1 | 41 | 1 | 0 | 1 | 1 |
| GEODETIC 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GERE SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| GETTINGS P-47 | 1 | 41 | 1 | 0 | 1 | 1 |
| GG-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| GH-001 | 1 | 41 | 1 | 0 | 1 | 1 |
| GHAN SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| GH2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GIBSON-ROGERS AEROCR | 1 | 41 | 1 | 0 | 1 | 1 |
| GL SUPER BABY | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR | 2 | 41 | 1 | 0 | 67 | 67 |
| GLASAIR (KNIGHT) | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR F T | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR FT | 2 | 41 | 1 | 0 | 8 | 8 |
| GLASAIR GARG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR I RG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR I-RG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR II FT | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II FT SH | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR II RG | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR III | 2 | 41 | 1 | 0 | 19 | 19 |
| GLASAIR RG | 2 | 41 | 1 | 0 | 23 | 23 |
| GLASAIR RG (SH-2) | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG SH-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR RG SH-2R | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR SH 2 | 2 | 41 | 1 | 0 | 5 | 5 |
| GLASAIR SH 2F | 2 | 41 | 1 | 0 | 4 | 4 |
| GLASAIR SH 2R | 2 | 41 | 1 | 0 | 3 | 3 |
| GLASAIR SH-2 | 2 | 41 | 1 | 0 | 42 | 42 |
| GLASAIR SH-2F | 2 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| GLASAIR SH-2R | 2 | 41 | 1 | 0 | 9 | 9 |
| GLASAIR SHA | 2 | 41 | 1 | 0 | 7 | 7 |
| GLASAIR SHII | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH2 | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR SH2 FT | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH2 R | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR SH2F | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR SH2R | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR T D | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR TD | 2 | 41 | 1 | 0 | 7 | 7 |
| GLASAIR TG 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR TG 633 | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR 1 TD | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-MALONE | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-SH-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-SHA | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASAIR-SH2 | 2 | 41 | 1 | 0 | 2 | 2 |
| GLASAIR-WRY | 2 | 41 | 1 | 0 | 1 | 1 |
| GLASSIAR SH-2TD | 2 | 41 | 1 | 0 | 1 | 1 |
| GLEN-LEE II | 2 | 41 | 1 | 0 | 1 | 1 |
| GLS-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| GN-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| GN-1 AIR CAMPER | 2 | 41 | 1 | 0 | 2 | 2 |
| GN-1 AIRCAMPER | 2 | 41 | 1 | 0 | 7 | 7 |
| GOLDDUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDEN BIPE GP-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING | 1 | 41 | 1 | 0 | 79 | 79 |
| GOLDWING LTD | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING ST | 1 | 41 | 1 | 0 | 7 | 7 |
| GOLDWING STANDARD | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING STD | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING-GOLDDUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| GOLDWING/STARFIRE | 1 | 41 | 1 | 0 | 1 | 1 |
| GOODYEAR-REBUILDER | 1 | 41 | 1 | 0 | 1 | 1 |
| GOOSE | 2 | 41 | 1 | 0 | 1 | 1 |
| GOSHAWK 350 | 1 | 41 | 1 | 0 | 1 | 1 |
| GP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| GP-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| GPI | 2 | 41 | 1 | 0 | 1 | 1 |
| GR-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| GR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| GR-7 | 1 | 41 | 1 | 0 | 1 | 1 |
| GRAFLITE | 2 | 41 | 1 | 0 | 1 | 1 |
| GRAHAM SUPER MIDGET | 1 | 41 | 1 | 0 | 1 | 1 |
| GRASSHOPPER-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES | 1 | 41 | 1 | 0 | 4 | 4 |
| GREAT LAKES DX-I | 1 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES JCW | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES MODIFIED | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| GREAT LAKES 2T-1A | 2 | 41 | 1 | 0 | 9 | 9 |
| GREAT LAKES 2T-1A-E | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1C | 1 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T-1L | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2TIA | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T1A | 2 | 41 | 1 | 0 | 8 | 8 |
| GREAT LAKES 2T1E | 2 | 41 | 1 | 0 | 1 | 1 |
| GREAT LAKES 2T1R | 2 | 41 | 1 | 0 | 1 | 1 |
| GREENAPPLES AT19 | 2 | 41 | 1 | 0 | 1 | 1 |
| GREGA AIR-CAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| GREGA AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| GRIFF SPECIAL 1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| GRIFFEN STAR-LITE | 1 | 41 | 1 | 0 | 1 | 1 |
| GRIVOT | 1 | 41 | 1 | 0 | 1 | 1 |
| GROVER | 1 | 41 | 1 | 0 | 2 | 2 |
| GRUMMAN FM-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GT 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| GT-400 | 1 | 41 | 1 | 0 | 1 | 1 |
| GT400 | 1 | 41 | 1 | 0 | 1 | 1 |
| GT400S | 1 | 41 | 1 | 0 | 1 | 1 |
| GT503 (EIPPER) | 1 | 41 | 1 | 0 | 1 | 1 |
| GULFSTREAM AM G-164C | 1 | 41 | 1 | 0 | 1 | 1 |
| GUNDERSON TRAINER | 1 | 41 | 1 | 0 | 1 | 1 |
| GUPPY SNS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GUPPY SNS2 | 1 | 41 | 1 | 0 | 1 | 1 |
| GUSTY A | 2 | 41 | 1 | 0 | 1 | 1 |
| GUSTY MK.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| GW MODIFIED | 2 | 41 | 1 | 0 | 1 | 1 |
| GWSP | 1 | 41 | 1 | 0 | 1 | 1 |
| GY-20 | 2 | 41 | 1 | 0 | 4 | 4 |
| GYGNET SF2A | 2 | 41 | 1 | 0 | 1 | 1 |
| GY20H | 2 | 41 | 1 | 0 | 1 | 1 |
| G1 | 2 | 41 | 1 | 0 | 1 | 1 |
| H 36 DIMONA | 2 | 41 | 1 | 0 | 10 | 10 |
| H-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| H-300 | 2 | 41 | 1 | 0 | 1 | 1 |
| H-700 | 2 | 41 | 1 | 0 | 5 | 5 |
| HA-2M SPORTSTER | 2 | 41 | 1 | 0 | 2 | 2 |
| HABERCRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| HAC 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HAGAMAN PITTS SC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HAIGH SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| HALBERSTADT D IV | 1 | 41 | 1 | 0 | 1 | 1 |
| HAM 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HANNAFORD BEE | 1 | 41 | 1 | 0 | 1 | 1 |
| HANRIOT | 1 | 41 | 1 | 0 | 1 | 1 |
| HANSEN SOLUTION | 1 | 41 | 1 | 0 | 1 | 1 |
| HANSON BUCKER 131E | 2 | 41 | 1 | 0 | 2 | 2 |
| HANSON SPECIAL DH3 | 2 | 41 | 1 | 0 | 1 | 1 |
| HARMON ROCKET | 1 | 41 | 1 | 0 | 1 | 1 |
| HARMON ROCKOT | 1 | 41 | 1 | 0 | 1 | 1 |
| HARRIS #4 | 2 | 41 | 1 | 0 | 1 | 1 |
| HARRIS #5 | 2 | 41 | 1 | 0 | 1 | 1 |
| HARVARD MK IV | 2 | 41 | 1 | 0 | 3 | 3 |
| HATZ | 3 | 41 | 1 | 0 | 1 | 1 |
| HATZ BI-PLANE CB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ BIPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ C B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HATZ C.B.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ CB-1 | 2 | 41 | 1 | 0 | 23 | 23 |
| HATZ CB1 | 2 | 41 | 1 | 0 | 3 | 3 |
| HATZ EXP 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ LB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ LB1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| HATZ-MOONEY CB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HATZ-VAN | 2 | 41 | 1 | 0 | 1 | 1 |
| HAWK | 1 | 41 | 1 | 0 | 4 | 4 |
| HAWK A | 1 | 41 | 1 | 0 | 2 | 2 |
| HAWK II | 2 | 41 | 1 | 0 | 3 | 3 |
| HAWK 304 | 2 | 41 | 1 | 0 | 1 | 1 |
| HAWKER HURRICANE | 1 | 41 | 1 | 0 | 1 | 1 |
| HAYDEN MONI | 1 | 41 | 1 | 0 | 1 | 1 |
| HB | 1 | 41 | 1 | 0 | 2 | 2 |
| HC 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| HC-1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| HCV-110 | 2 | 41 | 1 | 0 | 1 | 1 |
| HE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIN-B | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND | 1 | 41 | 1 | 0 | 3 | 3 |
| HEADWIND B | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND D | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND JD HW 17 | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND JD1HW1.7 | 1 | 41 | 1 | 0 | 2 | 2 |
| HEADWIND 17 | 1 | 41 | 1 | 0 | 1 | 1 |
| HEADWIND-B | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH CNA-40 | 1 | 41 | 1 | 0 | 2 | 2 |
| HEATH LN | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH MODEL V | 2 | 41 | 1 | 0 | 1 | 1 |
| HEATH PARASOL | 1 | 41 | 1 | 0 | 3 | 3 |
| HEATH PARASOL A | 1 | 41 | 1 | 0 | 1 | 1 |
| HEATH SUPER PARASOL | 1 | 41 | 1 | 0 | 3 | 3 |
| HEATH-V | 1 | 41 | 1 | 0 | 1 | 1 |
| HELICOM H-2 COMMUTER | 1 | 41 | 1 | 0 | 1 | 1 |
| HES-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HI MAX | 1 | 41 | 1 | 0 | 4 | 4 |
| HIGH TOW | 2 | 41 | 1 | 0 | 1 | 1 |
| HIPERBIPE | 2 | 41 | 1 | 0 | 1 | 1 |
| HIPERBIPE SNS 7 | 2 | 41 | 1 | 0 | 1 | 1 |
| HIPERBIPE SNS-7 | 2 | 41 | 1 | 0 | 19 | 19 |
| HIPERBIPE SNS7 | 2 | 41 | 1 | 0 | 1 | 1 |
| HIPERLIGHT SNS-8 | 1 | 41 | 1 | 0 | 3 | 3 |
| HIRONDELLE | 2 | 41 | 1 | 0 | 1 | 1 |
| HJ | 1 | 41 | 1 | 0 | 1 | 1 |
| HK | 1 | 41 | 1 | 0 | 1 | 1 |
| HK-8 | 2 | 41 | 1 | 0 | 1 | 1 |
| HLH RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| HM 297 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM 360 | 2 | 41 | 1 | 0 | 1 | 1 |
| HM-293 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM162 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM290 | 1 | 41 | 1 | 0 | 1 | 1 |
| HM293 | 1 | 41 | 1 | 0 | 2 | 2 |
| HN-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HO-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| HOBO | 1 | 41 | 1 | 0 | 1 | 1 |
| HOLMES SPECIAL S2C | 2 | 41 | 1 | 0 | 1 | 1 |
| HOLT-XP | 2 | 41 | 1 | 0 | 1 | 1 |
| HOME BUILT | 2 | 41 | 1 | 0 | 4 | 4 |
| HOMEBREWERS SPECIAL | 1 | 41 | | 0 | 1 | 1 |
| HOMEBUILT | 2 | 41 | 1 | 0 | 18 | 18 |
| HOMEBUILT AKRO | 1 | 41 | | 0 | 1 | 1 |
| HOMEBUILT BEDE-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT EXPERIMENT | 2 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT HP 18 | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT JT-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT MOD.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT SKYBOLT | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT VOLKSPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT WAS | 2 | 41 | 1 | 0 | 1 | 1 |
| HOMEBUILT-U II | 1 | 41 | 1 | 0 | 1 | 1 |
| HOMESTEADER | 4 | 41 | 1 | 0 | 1 | 1 |
| HONDO PIXIE | 1 | 41 | 1 | 0 | 1 | 1 |
| HOOTENGOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| HORNET | 1 | 41 | 1 | 0 | 2 | 2 |
| HOVEY BETA BIRD | 1 | 41 | 1 | 0 | 3 | 3 |
| HOVEY DELTA BIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| HOVEY WD-A | 1 | 41 | 1 | 0 | 1 | 1 |
| HOWARD DGA-3 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| HPAC-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| HPK | 2 | 41 | 1 | 0 | 1 | 1 |
| HR | 1 | 41 | 1 | 0 | 1 | 1 |
| HR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| HS 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HU-GO CRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| HUFFAIRE MONOPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| HUGHES ULTRA WS | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMEL BIRD-M | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMER | 1 | 41 | 1 | 0 | 21 | 21 |
| HUMMER A | 1 | 41 | 1 | 0 | 10 | 10 |
| HUMMER B | 1 | 41 | 1 | 0 | 4 | 4 |
| HUMMER DRM | 1 | 41 | 1 | 0 | 1 | 1 |
| HUMMER-A | 1 | 41 | 1 | 0 | 12 | 12 |
| HUMMER-B | 1 | 41 | 1 | 0 | 10 | 10 |
| HUMMING BIRD | 2 | 41 | 1 | 0 | 2 | 2 |
| HUMMINGBIRD | 1 | 51 | 2 | 0 | 1 | 1 |
| HUNT-MONOFLY | 1 | 41 | 1 | 0 | 1 | 1 |
| HW - X - 26 - 52 | 2 | 41 | 1 | 0 | 1 | 1 |
| HWCK CGS | 1 | 41 | 1 | 0 | 1 | 1 |
| HWP 40-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| HYPERBIPE SNS-7 | 2 | 41 | 1 | 0 | 2 | 2 |
| HYPERLIGHT EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| H1 | 2 | 41 | 1 | 0 | 1 | 1 |
| H800 | 2 | 41 | 1 | 0 | 8 | 8 |
| I | 1 | 41 | 1 | 0 | 1 | 1 |
| II | 2 | 41 | 1 | 0 | 10 | 10 |
| II-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| III | 1 | 41 | 1 | 0 | 1 | 1 |
| III M | 2 | 41 | 1 | 0 | 4 | 4 |
| III M SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| IIIM | 1 | 41 | 1 | 0 | 11 | 11 |
| IIM | 1 | 41 | 1 | 0 | 1 | 1 |
| ILSE | 4 | 41 | 1 | 0 | 1 | 1 |
| IMPROVED AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| INOVATION | 1 | 41 | 1 | 0 | 1 | 1 |
| INTERSTATE CADET S1A | 2 | 41 | 1 | 0 | 1 | 1 |
| INTERSTATE S1B4 | 4 | 41 | 1 | 0 | 1 | 1 |
| IRONSIDES XS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ISAACS FURY | 1 | 41 | 1 | 0 | 1 | 1 |
| IT67 | 1 | 41 | 1 | 0 | 1 | 1 |
| IWG | 1 | 41 | 1 | 0 | 1 | 1 |
| IXI | 1 | 41 | 1 | 0 | 1 | 1 |
| J 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| J 3 KITTEN | 1 | 41 | 1 | 0 | 1 | 1 |
| J.R.D. VP-II | 2 | 41 | 1 | 0 | 1 | 1 |
| J-SMITH | 1 | 41 | 1 | 0 | 1 | 1 |
| J-1 | 3 | 41 | 1 | 0 | 2 | 2 |
| J-1 STANDARD | 2 | 41 | 1 | 0 | 1 | 1 |
| J-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-22 SPORTSMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 ACRO CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 KITTEN | 1 | 41 | 1 | 0 | 3 | 3 |
| J-3 REPLICA L4 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-3 SUPER KITTEN | 1 | 41 | 1 | 0 | 1 | 1 |
| J-3 TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| J-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-4.5 | 2 | 41 | 1 | 0 | 1 | 1 |
| J-5-A | 2 | 41 | 1 | 0 | 1 | 1 |
| J-5A | 3 | 41 | 1 | 0 | 1 | 1 |
| J-6 KARATOO | 2 | 41 | 1 | 0 | 3 | 3 |
| JAKE | 4 | 41 | 1 | 0 | 1 | 1 |
| JALOPY-1 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| JAMES 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JANECEK 23A | 2 | 41 | 1 | 0 | 1 | 1 |
| JAP. ZERO A6M5-52 | 1 | 41 | 1 | 0 | 1 | 1 |
| JARMON-GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| JAVELIN WICHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| JAYBIRD | 3 | 41 | 1 | 0 | 1 | 1 |
| JAYHAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| JB SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| JBS3 | 2 | 41 | 1 | 0 | 1 | 1 |
| JC-24A | 1 | 41 | 1 | 0 | 1 | 1 |
| JCG | 2 | 41 | 1 | 0 | 1 | 1 |
| JCR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| JC31A | 2 | 41 | 1 | 0 | 1 | 1 |
| JD SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| JD-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JD-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JD2FF | 1 | 41 | 1 | 0 | 2 | 2 |
| JE-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JEANIE TEENIE | 1 | 41 | 1 | 0 | 2 | 2 |
| JEANIE TEENIE TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIE'S TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIE'S TEENIE I | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIE'S TEENIE II | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIES TEENIE | 1 | 41 | 1 | 0 | 5 | 5 |
| JEANIES TEENIE I | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANIES TEENIE II | 1 | 41 | 1 | 0 | 2 | 2 |
| JEANIES TEENIE MOD | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIE'S TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIES TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIES TEENIE MOD. | 1 | 41 | 1 | 0 | 1 | 1 |
| JEANNIES TEENY TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| JEE TEE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JEE-TWO JE-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JEENIE TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| JEENIES TEENIE | 1 | 41 | 1 | 0 | 1 | 1 |
| JEFFAIR BARRACUDA | 2 | 41 | 1 | 0 | 1 | 1 |
| JEKYLL-GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| JENNEY JN-4D | 2 | 41 | 1 | 0 | 1 | 1 |
| JENNINGS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| JENNY (3/4 SCALE) | 1 | 41 | 1 | 0 | 1 | 1 |
| JENNY JN-4D | 1 | 41 | 1 | 0 | 1 | 1 |
| JENNY JN4D | 1 | 41 | 1 | 0 | 1 | 1 |
| JENSEN DELTA JD2A | 4 | 41 | 1 | 0 | 1 | 1 |
| JERGENSON SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| JETWING | 1 | 41 | 1 | 0 | 1 | 1 |
| JG-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JGM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JH-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JIM'S FLY BABY | 1 | 41 | 1 | 0 | 1 | 1 |
| JJ SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| JK 1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| JK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JK-1 LARK | 1 | 41 | 1 | 0 | 1 | 1 |
| JK1-B | 1 | 41 | 1 | 0 | 1 | 1 |
| JL-125 | 2 | 41 | 1 | 0 | 1 | 1 |
| JL-65 | 1 | 41 | 1 | 0 | 1 | 1 |
| JM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JM-101 | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-S | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JN-4D JENNY REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| JN-4H | 2 | 41 | 1 | 0 | 1 | 1 |
| JND-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JN4C-REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| JN4CAN | 2 | 41 | 1 | 0 | 2 | 2 |
| JN4D | 2 | 41 | 1 | 0 | 7 | 7 |
| JODEL D-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL D-11-S | 2 | 41 | 1 | 0 | 2 | 2 |
| JODEL D-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| JODEL D9 | 1 | 41 | 1 | 0 | 2 | 2 |
| JODEL F 12 3 | 1 | 41 | 1 | 0 | 2 | 2 |
| JODEL F-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL F-12 | 2 | 41 | 1 | 0 | 4 | 4 |
| JODEL F-12A | 3 | 41 | 1 | 0 | 4 | 4 |
| JODEL F11 | 2 | 41 | 1 | 0 | 1 | 1 |
| JODEL F11-3 | 2 | 41 | 1 | 0 | 2 | 2 |
| JODEL-F12 | 3 | 41 | 1 | 0 | 1 | 1 |
| JODELL D-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| JOHNSON-VARIEZE | 1 | 41 | 1 | 0 | 1 | 1 |
| JONES-PITTS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| JP 350-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| JR ACE | 2 | 41 | 1 | 0 | 1 | 1 |
| JR ACE E | 2 | 41 | 1 | 0 | 2 | 2 |
| JR ACE MODEL E | 2 | 41 | 1 | 0 | 1 | 1 |
| JR CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| JR. ACE "E" | 2 | 41 | 1 | 0 | 1 | 1 |
| JR. ACE MOD. E | 1 | 41 | 1 | 0 | 1 | 1 |
| JR. ACE MODEL "E" | 2 | 41 | 1 | 0 | 1 | 1 |
| JR. AEROSPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| JR.ACE MODEL-E | 2 | 41 | 1 | 0 | 1 | 1 |
| JR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JRD HM 360 | 1 | 41 | 1 | 0 | 1 | 1 |
| JS | 1 | 41 | 1 | 0 | 1 | 1 |
| JS 201 | 2 | 41 | 1 | 0 | 1 | 1 |
| JS-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| JT-SP | 2 | 41 | 1 | 0 | 1 | 1 |
| JT-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| JT1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| JU 87-B2 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUDE-FISHER FP101 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUDY MONO SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMAN | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMAN BU-131 | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER BU 133C | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER BU133 | 1 | 41 | 1 | 0 | 2 | 2 |
| JUNGMEISTER BU133D1 | 2 | 41 | 1 | 0 | 2 | 2 |
| JUNGMEISTER BU133S | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGMEISTER REPLICA | 1 | 41 | 1 | 0 | 6 | 6 |
| JUNGSTER I | 1 | 41 | 1 | 0 | 3 | 3 |
| JUNGSTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER IIII | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER IV | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER J-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER JI | 1 | 41 | 1 | 0 | 2 | 2 |
| JUNGSTER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER 1 PAPOOSE | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER 1YJ01 | 1 | 41 | 1 | 0 | 6 | 6 |
| JUNGSTER-I | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNGSTER-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR | 2 | 41 | 1 | 0 | 10 | 10 |
| JUNIOR ACE | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE "E" | 2 | 41 | 1 | 0 | 8 | 8 |
| JUNIOR ACE E | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE E-MOD | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE MODEL "E" | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| JUNIOR ACE MODEL E | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR ACE-E | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNIOR 85 | 2 | 41 | 1 | 0 | 1 | 1 |
| JUNSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| JUNSTER-I | 1 | 41 | 1 | 0 | 1 | 1 |
| JUPITER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ-5 SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ-77-J | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA MJ2 TEMPETE | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| JURCA TEMPETE | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA TEMPETE MJ-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| JURCA-MJ55 | 1 | 41 | 1 | 0 | 1 | 1 |
| JW-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| JW9L | 2 | 41 | 1 | 0 | 1 | 1 |
| JX-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| J1 | 2 | 41 | 1 | 0 | 1 | 1 |
| J24 WEEDHOPPER | 2 | 41 | 1 | 0 | 1 | 1 |
| J3 KITTEN | 1 | 41 | 1 | 0 | 2 | 2 |
| J3-20 | 2 | 41 | 1 | 0 | 1 | 1 |
| J3C-65 | 2 | 41 | 1 | 0 | 3 | 3 |
| J3C65 | 2 | 41 | 1 | 0 | 1 | 1 |
| J4-B | 1 | 41 | 1 | 0 | 1 | 1 |
| J6 KARATOO | 2 | 41 | 1 | 0 | 2 | 2 |
| K | 1 | 41 | 1 | 0 | 1 | 1 |
| K-M | 1 | 41 | 1 | 0 | 1 | 1 |
| K-R 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| K-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KA-18L | 2 | 41 | 1 | 0 | 1 | 1 |
| KAMMERMAN ARTIC TERN | 2 | 41 | 1 | 0 | 1 | 1 |
| KASPERWING | 2 | 41 | 1 | 0 | 1 | 1 |
| KASPERWING 180B | 1 | 41 | 1 | 0 | 1 | 1 |
| KAWECK MUSTANG II | 2 | 41 | 1 | 0 | 1 | 1 |
| KB-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| KC-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELEHER LARK | 1 | 41 | 1 | 0 | 1 | 1 |
| KELEHER LARK JK-1A | 1 | 41 | 1 | 0 | 3 | 3 |
| KELEHER LARK JK-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| KELEHER LARK KR1B | 1 | 41 | 1 | 0 | 1 | 1 |
| KELERHER LARK JK-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| KELLY D | 2 | 41 | 1 | 0 | 5 | 5 |
| KELLY J-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY XP-503 | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY-D | 2 | 41 | 1 | 0 | 2 | 2 |
| KELLY-D II | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY-DBL | 2 | 41 | 1 | 0 | 1 | 1 |
| KELLY-280XC | 1 | 41 | 1 | 0 | 1 | 1 |
| KEN RAND KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KEN RAND-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| KENSHIP 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| KESTRAL II | 2 | 41 | 1 | 0 | 1 | 1 |
| KESTREL | 1 | 51 | 2 | 0 | 1 | 1 |
| KING COBRA | 2 | 41 | 1 | 0 | 13 | 13 |
| KING COBRA A | 1 | 41 | 1 | 0 | 4 | 4 |
| KING COBRA-J | 2 | 41 | 1 | 0 | 1 | 1 |
| KING MINI | 1 | 41 | 1 | 0 | 1 | 1 |
| KINGFISHER | 2 | 41 | 1 | 0 | 9 | 9 |
| KINGFISHER "A" | 2 | 41 | 1 | 0 | 1 | 1 |
| KINGFISHER-A | 2 | 41 | 1 | 0 | 1 | 1 |
| KIT FOX | 2 | 41 | 1 | 0 | 1 | 1 |
| KIT FOX 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX | 2 | 41 | 1 | 0 | 73 | 73 |
| KITFOX # 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX II | 2 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| KITFOX KF 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX MODEL 1 | 2 | 41 | 1 | 0 | 7 | 7 |
| KITFOX MODEL 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX 1 | 2 | 41 | 1 | 0 | 2 | 2 |
| KITFOX 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KITFOX 532 | 2 | 41 | 1 | 0 | 1 | 1 |
| KITTY HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| KLEBS FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| KM MARK V 100-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| KM-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| KM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| KNIGHT TWISTER | 2 | 41 | 1 | 0 | 3 | 3 |
| KOALA-FP-202U | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB FIRESTAR | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB FIRESTAR AK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB FLYER | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB MARK II | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB MK II TWINSTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB TWIN STAR | 2 | 41 | 1 | 0 | 3 | 3 |
| KOLB TWINSTAR | 2 | 41 | 1 | 0 | 33 | 33 |
| KOLB TWINSTAR MK II | 2 | 41 | 1 | 0 | 10 | 10 |
| KOLB TWINSTAR TSP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| KOLB ULTRA-STAR | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB ULTRA/FIRESTAR | 1 | 41 | 1 | 0 | 1 | 1 |
| KOLB ULTRASTAR | 1 | 41 | 1 | 0 | 1 | 1 |
| KOOKABURRA 320 | 4 | 41 | 1 | 0 | 1 | 1 |
| KORNS CAPER | 2 | 41 | 1 | 0 | 1 | 1 |
| KOSAN #39 | 1 | 41 | 1 | 0 | 1 | 1 |
| KOSTOOM-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| KR II | 2 | 41 | 1 | 0 | 2 | 2 |
| KR P-51J | 1 | 41 | 1 | 0 | 1 | 1 |
| KR 1 | 1 | 41 | 1 | 0 | 3 | 3 |
| KR 1 1/2 | 1 | 41 | 1 | 0 | 1 | 1 |
| KR 1 5 | 1 | 41 | 1 | 0 | 1 | 1 |
| KR 2 | 2 | 41 | 1 | 0 | 24 | 24 |
| KR 2M | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-I | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-II | 2 | 41 | 1 | 0 | 17 | 17 |
| KR-II MODIFIED | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-1 | 1 | 41 | 1 | 0 | 81 | 81 |
| KR-1B | 1 | 41 | 1 | 0 | 2 | 2 |
| KR-100 | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2 | 2 | 41 | 1 | 0 | 307 | 307 |
| KR-2 FAST BACK | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2 PS SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2-2100T | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2DP | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-2M | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| KR-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| KRAFT I | 1 | 41 | 1 | 0 | 2 | 2 |
| KRI | 2 | 41 | 1 | 0 | 3 | 3 |
| KRII | 1 | 41 | 1 | 0 | 1 | 1 |
| KRISTEN FLYER | 2 | 41 | 1 | 0 | 6 | 6 |
| KR2 | 2 | 41 | 1 | 0 | 2 | 2 |
| KS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| KTP | 2 | 41 | 1 | 0 | 1 | 1 |
| KUEHL-GLASAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| KV-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| K1K | 1 | 41 | 1 | 0 | 1 | 1 |
| K10 SHOESTRING | 3 | 41 | 1 | 0 | 1 | 1 |
| L | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| L 320 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-A-43 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-16A | 2 | 41 | 1 | 0 | 1 | 1 |
| L-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| L-2 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| L-21 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| L-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| LA LASHER | 2 | 41 | 1 | 0 | 1 | 1 |
| LA-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| LACO 125 | 2 | 41 | 1 | 0 | 1 | 1 |
| LACO 145 | 2 | 41 | 1 | 0 | 1 | 1 |
| LAMBDA COOT | 2 | 41 | 1 | 0 | 2 | 2 |
| LANCAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR O 235 | 2 | 41 | 1 | 0 | 5 | 5 |
| LANCAIR O 320 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 0235 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 200 | 2 | 41 | 1 | 0 | 3 | 3 |
| LANCAIR 215 | 2 | 41 | 1 | 0 | 2 | 2 |
| LANCAIR 235 | 2 | 41 | 1 | 0 | 1 | 1 |
| LANCAIR 320 | 2 | 41 | 1 | 0 | 18 | 18 |
| LANCER | 2 | 41 | 1 | 0 | 6 | 6 |
| LANGLEY TRI-QUICKIE | 2 | 41 | 1 | 0 | 1 | 1 |
| LANGLEY VARI-EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| LARK | 2 | 41 | 1 | 0 | 1 | 1 |
| LARRY PT MOD SUPRCAT | 1 | 41 | 1 | 0 | 1 | 1 |
| LASER 200 | 1 | 41 | 1 | 0 | 1 | 1 |
| LAST | 2 | 41 | 1 | 0 | 1 | 1 |
| LAST CHANCE | 2 | 41 | 1 | 0 | 1 | 1 |
| LAUGHING GULL | 1 | 41 | 1 | 0 | 1 | 1 |
| LAUX CASSUTT | 1 | 41 | 1 | 0 | 2 | 2 |
| LAWSON SPECIAL MOD.2 | 1 | 41 | 1 | 0 | 1 | 1 |
| LAZAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| LAZAIR II | 2 | 41 | 1 | 0 | 1 | 1 |
| LAZAIR SS | 1 | 41 | 1 | 0 | 2 | 2 |
| LAZY SUSAN | 1 | 41 | 1 | 0 | 1 | 1 |
| LA4A | 1 | 41 | 1 | 0 | 1 | 1 |
| LB-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| LC-RW300 | 3 | 41 | 1 | 0 | 3 | 3 |
| LC-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| LD V P II | 2 | 41 | 1 | 0 | 1 | 1 |
| LD-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| LEADERS AM-JB1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LEGATE STITS SKYCOUP | 2 | 41 | 1 | 0 | 1 | 1 |
| LESA BAIR T. C. 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| LEWANN BIPLANE DD-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LEWIS CHALLENGER II | 2 | 41 | 1 | 0 | 1 | 1 |
| LE61 | 2 | 41 | 1 | 0 | 1 | 1 |
| LF-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LG2H | 2 | 41 | 1 | 0 | 1 | 1 |
| LHN | 1 | 41 | 1 | 0 | 1 | 1 |
| LIBERTY SPORT MOD B | 2 | 41 | 1 | 0 | 1 | 1 |
| LIGHT AIRPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| LIGHTHIZER SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| LIGHTING BUG | 1 | 41 | 1 | 0 | 1 | 1 |
| LIL NUBBIN | 2 | 41 | 1 | 0 | 1 | 1 |
| LIL RASCAL | 2 | 41 | 1 | 0 | 1 | 1 |
| LINCH | 2 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN PETE | 2 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| LINCOLN SPORTPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE BIRD #2 | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE BIRD HWTTRA | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| LITTLE ROCKET RACER | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE STEARMAN | 1 | 41 | 1 | 0 | 1 | 1 |
| LITTLE TOOT | 1 | 41 | 1 | 0 | 11 | 11 |
| LITTLEJOHN PT-19 | 2 | 41 | 1 | 0 | 1 | 1 |
| LJ-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| LK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LM 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LM-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| LM-1X | 1 | 41 | 1 | 0 | 1 | 1 |
| LM-3X | 1 | 41 | 1 | 0 | 1 | 1 |
| LM2X-2P | 2 | 41 | 1 | 0 | 1 | 1 |
| LNB HEATH | 1 | 41 | 1 | 0 | 1 | 1 |
| LOFTIN KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| LOGANAIR I | 2 | 41 | 1 | 0 | 1 | 1 |
| LOMAR | 1 | 41 | 1 | 0 | 1 | 1 |
| LOMBARD-DILLEY-68 | 1 | 41 | 1 | 0 | 1 | 1 |
| LONE RANGER | 1 | 41 | 1 | 0 | 1 | 1 |
| LONE RANGER S C | 1 | 41 | 1 | 0 | 1 | 1 |
| LONEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG E Z | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG E-Z | 2 | 41 | 1 | 0 | 3 | 3 |
| LONG EZ | 2 | 41 | 1 | 0 | 136 | 136 |
| LONG EZ/II | 1 | 41 | 1 | 0 | 1 | 1 |
| LONG EZE | 2 | 41 | 1 | 0 | 17 | 17 |
| LONG-EZ | 2 | 41 | 1 | 0 | 189 | 189 |
| LONG-EZ INVICTUS | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG-EZ-B | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG-EZ-160 | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG-EZE | 2 | 41 | 1 | 0 | 34 | 34 |
| LONG__EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| LONG_EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| LONGEZ | 1 | 41 | 1 | 0 | 10 | 10 |
| LONGEZE | 2 | 41 | 1 | 0 | 25 | 25 |
| LONGMIRE LJ-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| LONGSTER | 1 | 41 | 1 | 0 | 4 | 4 |
| LONGSTER III | 1 | 41 | 1 | 0 | 1 | 1 |
| LOUDENSLAGER 300 | 1 | 41 | 1 | 0 | 2 | 2 |
| LOVINGS LOVE | 1 | 41 | 1 | 0 | 2 | 2 |
| LOW WING | 1 | 41 | 1 | 0 | 1 | 1 |
| LOW-WING | 2 | 41 | 1 | 0 | 1 | 1 |
| LOWLANDER B | 2 | 41 | 1 | 0 | 1 | 1 |
| LP-180 | 4 | 41 | 1 | 0 | 1 | 1 |
| LP-33 | 2 | 41 | 1 | 0 | 1 | 1 |
| LR-1A | 11 | 41 | 1 | 0 | 1 | 1 |
| LS | 2 | 41 | 1 | 0 | 1 | 1 |
| LUDWIG 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| LULU | 2 | 41 | 1 | 0 | 2 | 2 |
| LUTHER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| LUTON MINOR LA4A | 2 | 41 | 1 | 0 | 1 | 1 |
| LVI | 1 | 41 | 1 | 0 | 1 | 1 |
| LW 137 | 1 | 41 | 1 | 0 | 1 | 1 |
| LW-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| LYNCH SKYBOLT 01 | 2 | 41 | 1 | 0 | 1 | 1 |
| L1 | 2 | 41 | 1 | 0 | 1 | 1 |
| M | 2 | 41 | 1 | 0 | 3 | 3 |
| M 81 | 5 | 41 | 1 | 0 | 1 | 1 |
| M.A. 18 | 2 | 41 | 1 | 0 | 1 | 1 |
| M.M.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| M-II | 2 | 41 | 1 | 0 | 4 | 4 |
| M-III | 1 | 41 | 1 | 0 | 1 | 1 |
| M-MA4 | 2 | 41 | 1 | 0 | 1 | 1 |
| M-1 | 1 | 41 | 1 | 0 | 9 | 9 |
| M-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| M-102 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| M-21 | 2 | 41 | 1 | 0 | 1 | 1 |
| MA 5 CHARGER | 2 | 41 | 1 | 0 | 2 | 2 |
| MA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| MA-4 LANCER | 1 | 41 | 1 | 0 | 1 | 1 |
| MA-5 CHARGER | 2 | 41 | 1 | 0 | 14 | 14 |
| MAC-BIRD I MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| MAC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MACKIE 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MADERA RV-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MALER-CHINOOK | 2 | 41 | 1 | 0 | 1 | 1 |
| MANPOWER | 1 | 41 | 1 | 0 | 1 | 1 |
| MANTA FOXE T | 2 | 41 | 1 | 0 | 1 | 1 |
| MARK II | 1 | 41 | 1 | 0 | 4 | 4 |
| MARK III | 1 | 41 | 1 | 0 | 2 | 2 |
| MARK V | 2 | 41 | 1 | 0 | 1 | 1 |
| MARK 15 | 1 | 41 | 1 | 0 | 1 | 1 |
| MARK 9 | 3 | 41 | 1 | 0 | 1 | 1 |
| MARKEN DIAMANT | 4 | 41 | 1 | 0 | 1 | 1 |
| MARKS CHALLENGER II | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUART CHARGER | 2 | 41 | 1 | 0 | 2 | 2 |
| MARQUART CHARGER MA5 | 1 | 41 | 1 | 0 | 1 | 1 |
| MARQUART M 5 CHARGER | 2 | 41 | 1 | 0 | 8 | 8 |
| MARQUART MA-5 | 2 | 41 | 1 | 0 | 6 | 6 |
| MARQUART MA5 CHARGER | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUAT CHARGER MA-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| MARQUAT MA-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| MARTIN RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MARTYN-HEADWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| MASON KEECHIE | 1 | 41 | 1 | 0 | 1 | 1 |
| MASSEGEE REBEL | 1 | 41 | 1 | 0 | 1 | 1 |
| MATEICEK MXL II | 2 | 41 | 1 | 0 | 1 | 1 |
| MATHIEU-RUSSELL | 1 | 41 | 1 | 0 | 1 | 1 |
| MATTHES | 2 | 41 | 1 | 0 | 1 | 1 |
| MAUZY PAC 2 POLM | 2 | 41 | 1 | 0 | 1 | 1 |
| MAVERICK MA-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MAX I | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DR 503 | 1 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DRIFTER DR532 | 1 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DRIFTER MU532 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR DRIFTER XP503 | 2 | 41 | 1 | 0 | 7 | 7 |
| MAXAIR HUMMER C | 1 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR MU-532 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR MU503 | 2 | 41 | 1 | 0 | 2 | 2 |
| MAXAIR MU532 | 2 | 41 | 1 | 0 | 2 | 2 |
| MAXAIR MU532 DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR XP 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXAIR XP503 | 2 | 41 | 1 | 0 | 4 | 4 |
| MAXAIR 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| MAXWELL-COBRA | 2 | 41 | 1 | 0 | 1 | 1 |
| MAY BEE | 1 | 41 | 1 | 0 | 1 | 1 |
| MB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MC-15 CRICKET | 1 | 51 | 2 | 0 | 1 | 1 |
| MC-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MC-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| MCCUTCHAN GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| MCGILL M-1 BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MCHOLLAND XPA-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| MCKENNA CHARGER | 2 | 41 | 1 | 0 | 1 | 1 |
| MC12 CRICKET | 1 | 41 | 1 | 0 | 1 | 1 |
| ME ONE | 2 | 41 | 1 | 0 | 1 | 1 |
| ME-2-Y | 2 | 41 | 1 | 0 | 1 | 1 |
| MEADOW LARK | 2 | 41 | 1 | 0 | 2 | 2 |
| MEADOWLARK WM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MEB | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MELMOTH | 1 | 41 | 1 | 0 | 1 | 1 |
| MERE-MERIT | 2 | 41 | 1 | 0 | 1 | 1 |
| MERGANSER | 2 | 41 | 1 | 0 | 1 | 1 |
| METEORPLANE FA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MEYER LITTLE TOOT | 1 | 41 | 1 | 0 | 2 | 2 |
| MEYERAD EAA BIPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| MEYERS LITTLE TOOT | 1 | 41 | 1 | 0 | 1 | 1 |
| MEYERS STX12 | 1 | 41 | 1 | 0 | 1 | 1 |
| MEYERS 145 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| ME109 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| MF-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| MG-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| MG982 | 1 | 41 | 1 | 0 | 1 | 1 |
| MICROWING | 1 | 41 | 1 | 0 | 1 | 1 |
| MICTHELL B-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTAMG I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG | 2 | 41 | 1 | 0 | 25 | 25 |
| MIDGET MUSTANG I | 1 | 41 | 1 | 0 | 8 | 8 |
| MIDGET MUSTANG II | 2 | 41 | 1 | 0 | 2 | 2 |
| MIDGET MUSTANG M I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG M-I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG M-1 | 1 | 41 | 1 | 0 | 5 | 5 |
| MIDGET MUSTANG MI | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG MM-I | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG MM-1 | 1 | 41 | 1 | 0 | 12 | 12 |
| MIDGET MUSTANG MMI | 1 | 41 | 1 | 0 | 2 | 2 |
| MIDGET MUSTANG MM1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG M1 | 1 | 41 | 1 | 0 | 2 | 2 |
| MIDGET MUSTANG SM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIDGET MUSTANG 1 | 1 | 41 | 1 | 0 | 2 | 2 |
| MIDGET MUSTANG-I | 1 | 41 | 1 | 0 | 5 | 5 |
| MIDGET MUSTANG-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| MIGNET 360 | 1 | 41 | 1 | 0 | 1 | 1 |
| MIHALA LAKES | 1 | 41 | 1 | 0 | 1 | 1 |
| MIKEN SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| MIKES SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER BABY ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| MILLER MONOPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER SPECIAL JM-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| MILLER SPORT WMII | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLER TM-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| MILLIGAN SPEC | 2 | 41 | 1 | 0 | 1 | 1 |
| MINI ACE CA61 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI COUPE | 1 | 41 | 1 | 0 | 10 | 10 |
| MINI COUPE-A | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI IMP | 1 | 41 | 1 | 0 | 2 | 2 |
| MINI IMP MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI MAC | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI MAX | 1 | 41 | 1 | 0 | 4 | 4 |
| MINI MC II | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI MUSTANG P51 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI-COUPE | 1 | 41 | 1 | 0 | 7 | 7 |
| MINI-IMP | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI-IMP-C | 1 | 41 | 1 | 0 | 1 | 1 |
| MINI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| MINICAB COUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| MINICAB GY-20 | 2 | 41 | 1 | 0 | 1 | 1 |
| MINICAB HAWK BM4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MINICAB-MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIMAX II | 1 | 41 | 1 | 0 | 2 | 2 |
| MINIPLANE | 1 | 41 | 1 | 0 | 32 | 32 |
| MINIPLANE BK-1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MINIPLANE D-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE DSA-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| MINIPLANE DSA1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE DSA2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINIPLANE SDI-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MINK | 6 | 51 | 2 | 0 | 1 | 1 |
| MIRAGE | 1 | 41 | 1 | 0 | 1 | 1 |
| MIRAGE TUTOR | 2 | 41 | 1 | 0 | 1 | 1 |
| MIRAGE 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MISS THERAPY | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHEL WING B-10 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL A-10 | 1 | 41 | 1 | 0 | 4 | 4 |
| MITCHELL AG-38A | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL B 10 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL B-10 | 1 | 41 | 1 | 0 | 11 | 11 |
| MITCHELL B10A | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL P-38 | 1 | 41 | 1 | 0 | 7 | 7 |
| MITCHELL P38 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL SU WING U-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL T-10 | 2 | 41 | 1 | 0 | 7 | 7 |
| MITCHELL U-2 | 1 | 41 | 1 | 0 | 13 | 13 |
| MITCHELL U-2 SUPER | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL U2 | 1 | 41 | 1 | 0 | 3 | 3 |
| MITCHELL U2 ULTLGT | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL U2-C | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL WING | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL WING B 10 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL WING B-10 | 1 | 41 | 1 | 0 | 11 | 11 |
| MITCHELL WING P-38 | 1 | 41 | 1 | 0 | 2 | 2 |
| MITCHELL WING P38 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITCHELL WING U-2 | 1 | 41 | 1 | 0 | 4 | 4 |
| MITCHELL WING U2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MITI MOUZ | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ-5 SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ-7 GNATSUM | 1 | 41 | 1 | 0 | 1 | 1 |
| MJ-77 MUSTANG P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| MJA SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ5 SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ5 SIROCCO-EAGLE | 2 | 41 | 1 | 0 | 1 | 1 |
| MJ5H2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MK C5 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| MK-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MK-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| MKR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MM 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MM-1 | 2 | 41 | 1 | 0 | 12 | 12 |
| MM-1-B | 1 | 41 | 1 | 0 | 1 | 1 |
| MM1 | 1 | 41 | 1 | 0 | 4 | 4 |
| MOD SONERAI II L | 2 | 41 | 1 | 0 | 1 | 1 |
| MOD SPORTSMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| MOD VOLKSPLAIN II | 2 | 41 | 1 | 0 | 1 | 1 |
| MOD 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MOD. CL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MOD. E JR ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| MOD. STEPHENS ARCO | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL "A" | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL "C" | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL A | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL D | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL DK-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| MODEL P | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL R | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL SV | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL 01 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 198?

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MODEL 1 | 1 | 41 | 1 | 0 | 9 | 9 |
| MODEL 1A | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL 300 | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL 4 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODEL 40 | 4 | 51 | 2 | 0 | 1 | 1 |
| MODEL-A | 1 | 41 | 1 | 0 | 1 | 1 |
| MODEL-I | 2 | 41 | 1 | 0 | 2 | 2 |
| MODEL-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| MODEL-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED | 1 | 41 | 1 | 0 | 3 | 3 |
| MODIFIED BABY ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED CASSUTT | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED CUBY 101 | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED KR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED KR-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| MODIFIED PIETENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| MODIFIED PITTS | 1 | 41 | 1 | 0 | 2 | 2 |
| MOHAWK | 2 | 41 | 1 | 0 | 2 | 2 |
| MOHAWK-Z | 1 | 51 | 2 | 0 | 1 | 1 |
| MOLT TAYLOR COOT-A | 2 | 41 | 1 | 0 | 1 | 1 |
| MONARCH | 2 | 41 | 1 | 0 | 1 | 1 |
| MONERAI | 1 | 41 | 1 | 0 | 10 | 10 |
| MONERAI P | 1 | 41 | 1 | 0 | 1 | 1 |
| MONERAI S | 1 | 41 | 1 | 0 | 6 | 6 |
| MONERAI-MAX | 1 | 41 | 1 | 0 | 1 | 1 |
| MONERAI-P | 1 | 41 | 1 | 0 | 1 | 1 |
| MONEX | 2 | 41 | 1 | 0 | 2 | 2 |
| MONG SPORT | 1 | 41 | 1 | 0 | 7 | 7 |
| MONG SPORT MS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT MS-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| MONG SPORT MS2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT PSA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MONG SPORT-S | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI | 1 | 41 | 1 | 0 | 49 | 49 |
| MONI MOTOR GLIDER | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI MOTORGLIDER | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI SONERIA | 1 | 41 | 1 | 0 | 1 | 1 |
| MONI TRI-GEAR | 1 | 41 | 1 | 0 | 2 | 2 |
| MONNETT II | 1 | 41 | 1 | 0 | 2 | 2 |
| MONNETT MONERAI | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT MONERAI S | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT MONI | 1 | 41 | 1 | 0 | 47 | 47 |
| MONNETT SONERAI II | 2 | 41 | 1 | 0 | 5 | 5 |
| MONNETT SONERAI ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| MONNETT SONERAI-II | 2 | 41 | 1 | 0 | 2 | 2 |
| MONO FLY | 1 | 41 | 1 | 0 | 1 | 1 |
| MONO-FLY | 1 | 41 | 1 | 0 | 10 | 10 |
| MONOCOUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| MONOCOUPE 90C | 2 | 41 | 1 | 0 | 1 | 1 |
| MONOCOUPE-113 | 2 | 41 | 1 | 0 | 1 | 1 |
| MONOFLY | 1 | 41 | 1 | 0 | 2 | 2 |
| MONOFLY NO I | 1 | 41 | 1 | 0 | 1 | 1 |
| MONOPLANE | 3 | 41 | 1 | 0 | 5 | 5 |
| MONOPLANE AP-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MONOPLANE II | 1 | 41 | 1 | 0 | 1 | 1 |
| MONTANAN | 2 | 41 | 1 | 0 | 1 | 1 |
| MOORE SS-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MORANE 502 | 2 | 41 | 1 | 0 | 1 | 1 |
| MOTH BAT 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MOTH MODEL I | 2 | 41 | 1 | 0 | 1 | 1 |
| MP | 2 | 41 | 1 | 0 | 1 | 1 |
| MQ-2 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MR AMERICA | 1 | 41 | 1 | 0 | 1 | 1 |
| MR EASY | 1 | 41 | 1 | 0 | 1 | 1 |
| MR 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MS 181 | 1 | 41 | 1 | 0 | 1 | 1 |
| MS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MS-2 | 1 | 41 | 1 | 0 | 7 | 7 |
| MS-2-K | 1 | 41 | 1 | 0 | 1 | 1 |
| MS-2A | 1 | 41 | 1 | 0 | 1 | 1 |
| MSB 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MT-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| MT-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| MTE 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| MU 532 | 2 | 41 | 1 | 0 | 3 | 3 |
| MU 532 DRIFTER | 1 | 41 | 1 | 0 | 1 | 1 |
| MU-532 | 2 | 41 | 1 | 0 | 1 | 1 |
| MUD HEN | 2 | 41 | 1 | 0 | 1 | 1 |
| MULLAN PUSHER | 2 | 41 | 1 | 0 | 1 | 1 |
| MURPHY LONG-EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| MURPHY SPIRIT | 2 | 41 | 1 | 0 | 1 | 1 |
| MURRAY KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG | 1 | 41 | 1 | 0 | 2 | 2 |
| MUSTANG .75 P-51 | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG F-51D | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG I | 1 | 41 | 1 | 0 | 36 | 36 |
| MUSTANG II | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG II GLA | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG II/M-II | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG M II | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG M-II | 2 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG M-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG MM-1-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG MM-1-12 | 1 | 41 | 1 | 0 | 1 | 1 |
| MUSTANG MOD. II | 2 | 41 | 1 | 0 | 2 | 2 |
| MUSTANG P51D | 1 | 41 | 1 | 0 | 9 | 9 |
| MUSTANG-II | 2 | 41 | 1 | 0 | 1 | 1 |
| MW-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| MWP | 2 | 41 | 1 | 0 | 1 | 1 |
| MX | 2 | 41 | 1 | 0 | 8 | 8 |
| MX II | 2 | 41 | 1 | 0 | 1 | 1 |
| MX II EIPPER | 2 | 41 | 1 | 0 | 12 | 12 |
| MX SUPER | 1 | 41 | 1 | 0 | 2 | 2 |
| MX 11 | 2 | 41 | 1 | 0 | 2 | 2 |
| MX-2 | 2 | 41 | 1 | 0 | 3 | 3 |
| MX-7-180 | 5 | 41 | 1 | 0 | 10 | 10 |
| MX-7-235 | 5 | 41 | 1 | 0 | 3 | 3 |
| MXII | 2 | 41 | 1 | 0 | 8 | 8 |
| MXL II | 2 | 41 | 1 | 0 | 1 | 1 |
| MXL II H P | 2 | 41 | 1 | 0 | 3 | 3 |
| MXL SUPER | 1 | 41 | 1 | 0 | 4 | 4 |
| MXL-II | 2 | 41 | 1 | 0 | 1 | 1 |
| MXL-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MXLII | 2 | 41 | 1 | 0 | 1 | 1 |
| MX2 | 2 | 41 | 1 | 0 | 1 | 1 |
| MY PATSY | 3 | 41 | 1 | 0 | 1 | 1 |
| MYSTERY SHIP 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| MONOFLY | 1 | 51 | 2 | 0 | 1 | 1 |
| M10C | 2 | 41 | 1 | 0 | 1 | 1 |
| M103 | 1 | 41 | 1 | 0 | 1 | 1 |
| M305 | 1 | 41 | 1 | 0 | 2 | 2 |
| N 3 PUP | 2 | 41 | 1 | 0 | 1 | 1 |
| N. DUNBAR VARIEZE | 1 | 41 | 1 | 0 | 1 | 1 |
| N-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| N-3 PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| N-3 SUPER PUP | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| N-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| NA-50 | 2 | 41 | 1 | 0 | 1 | 1 |
| NA-64 | 2 | 41 | 1 | 0 | 1 | 1 |
| NAKED ANGEL BREEZY | 3 | 41 | 1 | 0 | 1 | 1 |
| NELSON AMPHIBIAN | 4 | 41 | 1 | 0 | 1 | 1 |
| NELSON DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| NESMITH COUGAR | 2 | 41 | 1 | 0 | 4 | 4 |
| NESMITH COUGAR GA-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NESMITH COUGAR I | 2 | 41 | 1 | 0 | 1 | 1 |
| NESMITH COUGAR P.G.1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NESSMITH COUGAR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NEWLAND BABY BOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| NEYS D260 | 2 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT | 1 | 41 | 1 | 0 | 2 | 2 |
| NIEUPORT C-1-28 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT II | 1 | 41 | 1 | 0 | 2 | 2 |
| NIEUPORT REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT X1 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 11 | 1 | 41 | 1 | 0 | 2 | 2 |
| NIEUPORT 11-7/8SCALE | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 17 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 2N | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 24 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 27 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 28 | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 28C | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 28CREPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT 83E | 2 | 41 | 1 | 0 | 1 | 1 |
| NIEUPORT-24 | 1 | 41 | 1 | 0 | 1 | 1 |
| NILSSON B-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| NITEJAR MK1 | 2 | 41 | 1 | 0 | 1 | 1 |
| NJ4C | 2 | 41 | 1 | 0 | 1 | 1 |
| NL3W | 2 | 41 | 1 | 0 | 1 | 1 |
| NOBLE SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| NOMAD | 2 | 41 | 1 | 0 | 1 | 1 |
| NOMAD II 26B | 1 | 41 | 1 | 0 | 1 | 1 |
| NORD 1101 | 4 | 41 | 1 | 0 | 1 | 1 |
| NORSEMAN VI | 9 | 41 | 1 | 0 | 1 | 1 |
| NORTH AMERICAN P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| NORTH AMERICAN SNJ-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| NORTH STAR | 2 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR N-3 PUP | 1 | 41 | 1 | 0 | 3 | 3 |
| NOSTALGAIR N3 PUP | 1 | 41 | 1 | 0 | 2 | 2 |
| NOSTALGAIR N3 PUP-M | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR N3-PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR N3-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGAIR SUPER-PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTALGIA OMS | 1 | 41 | 1 | 0 | 1 | 1 |
| NOSTOLGAIR N3 PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| NUGGET | 1 | 41 | 1 | 0 | 1 | 1 |
| NUWACO T-10 | 3 | 41 | 1 | 0 | 1 | 1 |
| NV-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| N2 | 1 | 41 | 1 | 0 | 1 | 1 |
| N2B6 | 1 | 41 | 1 | 0 | 1 | 1 |
| N3 PUP | 1 | 41 | 1 | 0 | 3 | 3 |
| N3 SUPER PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| N3 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| N3-PUP | 2 | 41 | 1 | 0 | 2 | 2 |
| O & O | 2 | 41 | 1 | 0 | 1 | 1 |
| O/U | 2 | 41 | 1 | 0 | 1 | 1 |
| O'BRIEN 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| O'CACADOR | 1 | 41 | 1 | 0 | 1 | 1 |
| OBGL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| OBSERVER | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| ODY T-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| OLDFIELD BABY LAKES | 1 | 41 | 1 | 0 | 4 | 4 |
| OLDFIELD LAKES BIP85 | 1 | 41 | 1 | 0 | 1 | 1 |
| OLSON SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| OLSON 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| OM-1-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| OMNI QUESTOR | 1 | 41 | 1 | 0 | 1 | 1 |
| ONE | 2 | 41 | 1 | 0 | 1 | 1 |
| OOP-PIK | 1 | 41 | 1 | 0 | 1 | 1 |
| OR-71 | 1 | 41 | 1 | 0 | 1 | 1 |
| OR-71-B | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIG AMATEUR BUILT | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIGINAL | 1 | 41 | 1 | 0 | 1 | 1 |
| ORIGINAL DESIGN | 3 | 41 | 1 | 0 | 2 | 2 |
| ORIGINAL-DAY LADY | 1 | 41 | 1 | 0 | 1 | 1 |
| ORMAND PARASOL | 1 | 41 | 1 | 0 | 1 | 1 |
| ORYX | 2 | 41 | 1 | 0 | 1 | 1 |
| OSPRAY II | 2 | 41 | 1 | 0 | 1 | 1 |
| OSPREY | 2 | 41 | 1 | 0 | 2 | 2 |
| OSPREY II | 2 | 41 | 1 | 0 | 23 | 23 |
| OSPREY MKV | 2 | 41 | 1 | 0 | 1 | 1 |
| OSPREY TWO | 2 | 41 | 1 | 0 | 2 | 2 |
| OSPREY 1 | 1 | 41 | 1 | 0 | 3 | 3 |
| OSPREY 2 | 2 | 41 | 1 | 0 | 12 | 12 |
| OSPREY-II | 2 | 41 | 1 | 0 | 5 | 5 |
| OSPREY-2 | 2 | 41 | 1 | 0 | 3 | 3 |
| OVERTON MUSTANG M-II | 2 | 41 | 1 | 0 | 1 | 1 |
| OWEN "ONE" | 1 | 41 | 1 | 0 | 1 | 1 |
| OWL RACER | 1 | 41 | 1 | 0 | 3 | 3 |
| OWL RACER 65-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P | 1 | 41 | 1 | 0 | 17 | 17 |
| P D Q | 1 | 41 | 1 | 0 | 1 | 1 |
| P D Q-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P H SEYMOUR | 2 | 41 | 1 | 0 | 1 | 1 |
| P O C | 1 | 41 | 1 | 0 | 1 | 1 |
| P 51 C | 1 | 41 | 1 | 0 | 1 | 1 |
| P 70 | 2 | 41 | 1 | 0 | 1 | 1 |
| P.D.Q.-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P.T.A. | 2 | 41 | 1 | 0 | 1 | 1 |
| P-CRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| P-EAA BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| P-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| P-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-12E | 1 | 41 | 1 | 0 | 1 | 1 |
| P-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-2/06 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-38 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-38 LIGHTNING | 1 | 41 | 1 | 0 | 2 | 2 |
| P-39030-BE AIRACOBRA | 1 | 41 | 1 | 0 | 1 | 1 |
| P-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-40 KITTYHAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| P-47 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51 MUSTANG X | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51 REPLICA | 2 | 41 | 1 | 0 | 1 | 1 |
| P-51-D | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D | 1 | 41 | 1 | 0 | 3 | 3 |
| P-51D MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| P-51D-25NA | 3 | 41 | 1 | 0 | 1 | 1 |
| P-52D BALD EAGLE | 1 | 41 | 1 | 0 | 1 | 1 |
| P-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| P-9-B POBER PIXIE | 1 | 41 | 1 | 0 | 1 | 1 |
| PA-1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| PA-12 SUPER CRUISER | 3 | 41 | 1 | 0 | 1 | 1 |
| PA-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18-125 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18-135 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-18-150 | 2 | 41 | 1 | 0 | 1 | 1 |
| PA-41P | 6 | 51 | 2 | 0 | 1 | 1 |
| PAJARITO | 1 | 41 | 1 | 0 | 1 | 1 |
| PALEN'S F E 8 | 1 | 41 | 1 | 0 | 1 | 1 |
| PALERMO SPECIAL J | 1 | 41 | 1 | 0 | 1 | 1 |
| PAN | 2 | 41 | 1 | 0 | 1 | 1 |
| PANTHER II PLUS | 2 | 41 | 1 | 0 | 2 | 2 |
| PANTHER PLUS | 1 | 41 | 1 | 0 | 1 | 1 |
| PANTHER 2 PLUS | 2 | 41 | 1 | 0 | 31 | 31 |
| PANTHER 2+ | 2 | 41 | 1 | 0 | 1 | 1 |
| PAPILLON | 1 | 41 | 1 | 0 | 1 | 1 |
| PAPOOSE DT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PAPPYS PUPPY | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET A4 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET REP RB-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAKEET REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PARAPLANE PM 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PARASOL | 1 | 41 | 1 | 0 | 2 | 2 |
| PARASOL CWD-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PARASOL JUNIOR | 1 | 41 | 1 | 0 | 1 | 1 |
| PARASON MDM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PARKER ARESTICRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| PARKER MINI CRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| PARKER TEENIE II | 1 | 41 | 1 | 0 | 1 | 1 |
| PARSONS | 2 | 41 | 1 | 0 | 1 | 1 |
| PAS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZER 150 | 4 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL-1 | 2 | 41 | 1 | 0 | 9 | 9 |
| PAZMANY PL-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL-2 | 2 | 41 | 1 | 0 | 8 | 8 |
| PAZMANY PL-2-245 | 2 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL-4 | 1 | 41 | 1 | 0 | 6 | 6 |
| PAZMANY PL-4A | 1 | 41 | 1 | 0 | 8 | 8 |
| PAZMANY PL-4BR | 1 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PAZMANY PL4 | 1 | 41 | 1 | 0 | 1 | 1 |
| PBF | 3 | 41 | 1 | 0 | 1 | 1 |
| PC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ-2 | 1 | 41 | 1 | 0 | 3 | 3 |
| PDQ-2 MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ-2B | 1 | 41 | 1 | 0 | 1 | 1 |
| PDQ-2D | 1 | 41 | 1 | 0 | 3 | 3 |
| PE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PEA-BEE | 2 | 41 | 1 | 0 | 1 | 1 |
| PEARSON T | 2 | 41 | 1 | 0 | 1 | 1 |
| PECK SA6A | 2 | 41 | 1 | 0 | 1 | 1 |
| PEER GYNT | 2 | 41 | 1 | 0 | 1 | 1 |
| PEGASE 101 | 1 | 41 | 1 | 0 | 5 | 5 |
| PEGASUS III | 1 | 41 | 1 | 0 | 1 | 1 |
| PEGASUS 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PEIL EMERAUDE | 2 | 41 | 1 | 0 | 1 | 1 |
| PEITENPOL | 2 | 41 | 1 | 0 | 1 | 1 |
| PEITENPOL AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PENDRAGON | 1 | 41 | 1 | 0 | 1 | 1 |
| PERCO 4151CDM-2 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| PERIGEE | 1 | 41 | 1 | 0 | 1 | 1 |
| PERKINS PITTS S1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PETE BOWERS FLYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| PETE MODEL III | 1 | 41 | 1 | 0 | 1 | 1 |
| PETIT BREEZY | 2 | 41 | 1 | 0 | 2 | 2 |
| PETIT BREEZY 1984 | 2 | 41 | 1 | 0 | 2 | 2 |
| PETITE BREEZY | 2 | 41 | 1 | 0 | 1 | 1 |
| PF | 1 | 41 | 1 | 0 | 1 | 1 |
| PFALZ D-3 | 1 | 41 | 1 | 0 | 2 | 2 |
| PFALZ D111 (REPLICA) | 1 | 41 | 1 | 0 | 1 | 1 |
| PGK 1 HIRONDELLE | 2 | 41 | 1 | 0 | 1 | 1 |
| PHANTALE | 2 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM | 1 | 41 | 1 | 0 | 17 | 17 |
| PHANTOM DAWN FLYER-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM I | 1 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM II | 2 | 41 | 1 | 0 | 2 | 2 |
| PHANTOM TWIN | 1 | 41 | 1 | 0 | 1 | 1 |
| PHANTOM 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| PHILLIPS FLEET 7 | 2 | 41 | 1 | 0 | 1 | 1 |
| PHOENIX | 2 | 41 | 1 | 0 | 7 | 7 |
| PHOENIX SL | 2 | 41 | 1 | 0 | 1 | 1 |
| PHOENIX X1A | 1 | 41 | 1 | 0 | 1 | 1 |
| PHOENIX-160 | 3 | 41 | 1 | 0 | 1 | 1 |
| PIEL BERYL CP-750 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL CP-328 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIEL DIAMANT | 4 | 41 | 1 | 0 | 2 | 2 |
| PIEL DIAMANT CP-604 | 4 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE | 2 | 41 | 1 | 0 | 7 | 7 |
| PIEL EMERAUDE CM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP 305 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-128 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-304 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP-305 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE CP301A | 2 | 41 | 1 | 0 | 2 | 2 |
| PIEL EMERAUDE CP305 | 2 | 41 | 1 | 0 | 2 | 2 |
| PIEL EMERAUDE CP311A | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE MOD. A | 2 | 41 | 1 | 0 | 1 | 1 |
| PIEL EMERAUDE 301 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIENTENPOL AIRCAMPER | 2 | 41 | 1 | 0 | 3 | 3 |
| PIETENPOL | 1 | 41 | 1 | 0 | 32 | 32 |
| PIETENPOL AC-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIR CAMPER | 2 | 41 | 1 | 0 | 15 | 15 |
| PIETENPOL AIR-CAMPER | 2 | 41 | 1 | 0 | 2 | 2 |
| PIETENPOL AIR-SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIRCAMPER | 2 | 41 | 1 | 0 | 70 | 70 |
| PIETENPOL AIRCOMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL AIRCRAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL CAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL G.N.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL GN-1 | 2 | 41 | 1 | 0 | 4 | 4 |
| PIETENPOL GN1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL PP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL SCOUT | 1 | 41 | 1 | 0 | 2 | 2 |
| PIETENPOL SEL | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL SKY SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL 2 POLM | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL-A | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL-GREGA | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOL-PARSOL | 2 | 41 | 1 | 0 | 1 | 1 |
| PIETENPOLE AIRCAMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| PIK-20E2F | 1 | 41 | 1 | 0 | 2 | 2 |
| PIONEER DUALSTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| PIONEER FLIGHT STAR | 1 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| PIONEER FLIGHTSTAR | 1 | 41 | 1 | 0 | 5 | 5 |
| PIONEER FS2100 | 1 | 41 | 1 | 0 | 1 | 1 |
| PIPER J-3-C-100 | 2 | 41 | 1 | 0 | 1 | 1 |
| PIPIT SP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS | 1 | 41 | 1 | 0 | 8 | 8 |
| PITTS BG | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS MB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS MEADE S1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS MODEL S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S 2E | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS S.5 SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-I-D | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-IE | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1 | 1 | 41 | 1 | 0 | 54 | 54 |
| PITTS S-1 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-E | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS S-1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-S | 1 | 41 | 1 | 0 | 5 | 5 |
| PITTS S-1-T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1-X | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1C | 1 | 41 | 1 | 0 | 35 | 35 |
| PITTS S-1D | 1 | 41 | 1 | 0 | 9 | 9 |
| PITTS S-1D HPD-01 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1E | 1 | 41 | 1 | 0 | 9 | 9 |
| PITTS S-1M | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1S | 1 | 41 | 1 | 0 | 45 | 45 |
| PITTS S-1S-E | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1S/T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1SS | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-1T | 1 | 41 | 1 | 0 | 5 | 5 |
| PITTS S-1U | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| PITTS S-2-S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS S-2B | 2 | 41 | 1 | 0 | 31 | 31 |
| PITTS S-2E | 2 | 41 | 1 | 0 | 7 | 7 |
| PITTS S-2S | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS SA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SC-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SI-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIC | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS SID | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIE | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIK | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SIS | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC S-1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC S-1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC SIC | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. S-1C | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPEC. SC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. S1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPEC. S1C | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIA S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL | 1 | 41 | 1 | 0 | 56 | 56 |
| PITTS SPECIAL MA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S 1D | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1 | 1 | 41 | 1 | 0 | 66 | 66 |
| PITTS SPECIAL S-1-C | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S-1-S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1C | 1 | 41 | 1 | 0 | 46 | 46 |
| PITTS SPECIAL S-1CM | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| PITTS SPECIAL S-1D | 1 | 41 | 1 | 0 | 6 | 6 |
| PITTS SPECIAL S-1E | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS SPECIAL S-1L | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1LD | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1M | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1S | 1 | 41 | 1 | 0 | 38 | 38 |
| PITTS SPECIAL S-1SL | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S-1T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL SC-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS SPECIAL SC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL SIC | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL SPS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1 | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S1-C | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S1-JFM | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S1-S | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS SPECIAL S1A | 1 | 41 | 1 | 0 | 2 | 2 |
| PITTS SPECIAL S1C | 1 | 41 | 1 | 0 | 6 | 6 |
| PITTS SPECIAL S1S | 1 | 41 | 1 | 0 | 14 | 14 |
| PITTS SPECIAL S1X | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S2-E | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL S2A | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL WSC-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL 1A | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL 105 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS SPECIAL 150 HP | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1 | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS S1-A | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-C | 1 | 41 | 1 | 0 | 7 | 7 |
| PITTS S1-C DB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-E | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1-S | 1 | 41 | 1 | 0 | 4 | 4 |
| PITTS S1-125HP | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1A | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1C | 1 | 41 | 1 | 0 | 17 | 17 |
| PITTS S1D | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1E | 1 | 41 | 1 | 0 | 3 | 3 |
| PITTS S1GT | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1S | 1 | 41 | 1 | 0 | 22 | 22 |
| PITTS S1S 1979 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1T | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S1W | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS S2-A-E | 2 | 41 | 1 | 0 | 1 | 1 |
| PITTS S2-E | 2 | 41 | 1 | 0 | 2 | 2 |
| PITTS S2E | 2 | 41 | 1 | 0 | 6 | 6 |
| PITTS S2S | 2 | 41 | 1 | 0 | 18 | 18 |
| PITTS S2S-MAYBERRY | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS 190 | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS-LHS | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS-S-1S | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTS-SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| PITTSS SPECIAL S-1-S | 1 | 41 | 1 | 0 | 1 | 1 |
| PJ-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PJ-260 | 2 | 41 | 1 | 0 | 1 | 1 |
| PJ1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PJ260 | 2 | 41 | 1 | 0 | 2 | 2 |
| PJ260 SR AERO SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| PL-1 | 2 | 41 | 1 | 0 | 4 | 4 |
| PL-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| PL-1B | 2 | 41 | 1 | 0 | 2 | 2 |
| PL-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| PL-2-DM | 2 | 41 | 1 | 0 | 1 | 1 |
| PL-2-130 | 1 | 41 | 1 | 0 | 1 | 1 |
| PL-4 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| PL-4A | 1 | 41 | 1 | 0 | 5 | 5 |
| PLANE-MOBILE | 2 | 41 | 1 | 0 | 1 | 1 |
| PLAY BOY | 1 | 41 | 1 | 0 | 1 | 1 |
| PLAYBOY | 1 | 41 | 1 | 0 | 1 | 1 |
| PLAYBOY MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| PLAYBOY SA3A | 1 | 41 | 1 | 0 | 4 | 4 |
| PLAYMATE SA-11A | 3 | 41 | 1 | 0 | 2 | 2 |
| PL1 | 1 | 41 | 1 | 0 | 1 | 1 |
| PL4A | 1 | 41 | 1 | 0 | 1 | 1 |
| PM-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| PO-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| POBER CUB-Y P-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE | 1 | 41 | 1 | 0 | 18 | 18 |
| POBER PIXIE P-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE P9 | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER PIXIE-A | 1 | 41 | 1 | 0 | 1 | 1 |
| POBER SUPER ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| POKEY | 1 | 41 | 1 | 0 | 1 | 1 |
| POLE CAT A-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| POLECAT | 1 | 41 | 1 | 0 | 1 | 1 |
| POLIWAGEN 320 | 2 | 41 | 1 | 0 | 1 | 1 |
| POLLIWAGEN | 2 | 41 | 1 | 0 | 16 | 16 |
| POLLIWAGEN AJM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| POLLIWAGEN 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| POLLIWAGON | 2 | 41 | 1 | 0 | 1 | 1 |
| POLTERGEIST I | 1 | 41 | 1 | 0 | 1 | 1 |
| POLYPHIBIAN XPB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| POODLE PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| POOL JUNGSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| POTLUCK MODEL A | 1 | 41 | 1 | 0 | 1 | 1 |
| POWERED GLIDER | 1 | 41 | 1 | 0 | 1 | 1 |
| PREDATOR 480 | 1 | 41 | 1 | 0 | 1 | 1 |
| PRESCOT PUSHER | 4 | 41 | 1 | 0 | 1 | 1 |
| PRESCOTT PUSHER | 4 | 41 | 1 | 0 | 2 | 2 |
| PREST-EAGLE II | 2 | 41 | 1 | 0 | 1 | 1 |
| PRICE P CRAFT | 2 | 41 | 1 | 0 | 1 | 1 |
| PRODUCER | 4 | 41 | 1 | 0 | 1 | 1 |
| PROTECH PT 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PROTOTYPE | 1 | 41 | 1 | 0 | 1 | 1 |
| PT-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-13 | 2 | 41 | 1 | 0 | 1 | 1 |
| PT-17 | 1 | 41 | 1 | 0 | 3 | 3 |
| PTER. ASCED. II+II | 1 | 41 | 1 | 0 | 1 | 1 |
| PTERDCTL ASCEN II+2 | 2 | 41 | 1 | 0 | 2 | 2 |
| PTERO ASCENDER II-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTEROD ASCEN 2+2 | 2 | 41 | 1 | 0 | 4 | 4 |
| PTEROD ASCENDER II-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL ASCENDER | 2 | 41 | 1 | 0 | 3 | 3 |
| PTERODACTYL ASCN 2+2 | 2 | 41 | 1 | 0 | 5 | 5 |
| PTERODACTYL ASN II+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL II+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PTERODACTYL NFL | 1 | 41 | 1 | 0 | 2 | 2 |
| PTERODACTYL PTIGER | 1 | 41 | 1 | 0 | 2 | 2 |
| PTERODCATYL PTIGER | 1 | 41 | 1 | 0 | 1 | 1 |
| PTOUCAN | 2 | 41 | 1 | 0 | 1 | 1 |
| PT2 | 2 | 41 | 1 | 0 | 1 | 1 |
| PUDDLE JUMPER | 1 | 41 | 1 | 0 | 1 | 1 |
| PUFFER COZY MKIII | 3 | 41 | 1 | 0 | 1 | 1 |
| PUFFIN | 1 | 41 | 1 | 0 | 1 | 1 |
| PUPPY DOG 1-C-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| PURE AIR MACHINE | 2 | 41 | 1 | 0 | 1 | 1 |
| PURSUIT | 2 | 41 | 1 | 0 | 1 | 1 |
| PUSHER | 1 | 41 | 1 | 0 | 7 | 7 |
| PUSHER BIRD | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| PUSHER 107 | 1 | 41 | 1 | 0 | 1 | 1 |
| PUSHER 1910 REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| PUSHER-UGLY ONE | 2 | 41 | 1 | 0 | 1 | 1 |
| PZL-104 WILGA 80 | 4 | 41 | 1 | 0 | 2 | 2 |
| P1 | 2 | 41 | 1 | 0 | 1 | 1 |
| P1 HAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| P1-MC | 1 | 41 | 1 | 0 | 1 | 1 |
| P1-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| P2 | 2 | 41 | 1 | 0 | 1 | 1 |
| P2P | 1 | 41 | 1 | 0 | 1 | 1 |
| P40F WARHAWK | 1 | 41 | 1 | 0 | 1 | 1 |
| P47G-10-CU | 1 | 41 | 1 | 0 | 1 | 1 |
| P51 D | 2 | 41 | 1 | 0 | 1 | 1 |
| P51A-1NA | 1 | 41 | 1 | 0 | 1 | 1 |
| Q 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| Q 200 | 2 | 41 | 1 | 0 | 3 | 3 |
| Q-2 | 2 | 41 | 1 | 0 | 28 | 28 |
| Q-2 TURBO | 2 | 41 | 1 | 0 | 1 | 1 |
| Q-200 | 2 | 41 | 1 | 0 | 18 | 18 |
| Q-200 A | 2 | 41 | 1 | 0 | 1 | 1 |
| QAC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QB148-M | 1 | 41 | 1 | 0 | 1 | 1 |
| QT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUAIL | 1 | 41 | 1 | 0 | 1 | 1 |
| QUESTAIR MODEL 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICK SILVER-C | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKEI Q2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKEI 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE | 1 | 41 | 1 | 0 | 167 | 167 |
| QUICKIE DJ2 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE I | 1 | 41 | 1 | 0 | 2 | 2 |
| QUICKIE II | 2 | 41 | 1 | 0 | 7 | 7 |
| QUICKIE Q 2 | 2 | 41 | 1 | 0 | 4 | 4 |
| QUICKIE Q-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE Q-2 | 2 | 41 | 1 | 0 | 58 | 58 |
| QUICKIE Q-200 | 2 | 41 | 1 | 0 | 12 | 12 |
| QUICKIE Q1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE Q2 | 2 | 41 | 1 | 0 | 48 | 48 |
| QUICKIE Q200 | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKIE TRI Q200 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKIE 2 | 2 | 41 | 1 | 0 | 29 | 29 |
| QUICKIE 200 | 2 | 41 | 1 | 0 | 4 | 4 |
| QUICKIE-2 | 2 | 41 | 1 | 0 | 7 | 7 |
| QUICKIE-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKLIVER MX II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER GT | 1 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER GTC 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER GT400 | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER M X | 1 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER MC II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MS II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX | 1 | 41 | 1 | 0 | 8 | 8 |
| QUICKSILVER MX II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX I | 1 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX II | 2 | 41 | 1 | 0 | 124 | 124 |
| QUICKSILVER MX II A | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX SUPER | 1 | 41 | 1 | 0 | 7 | 7 |
| QUICKSILVER MX 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX-II | 2 | 41 | 1 | 0 | 2 | 2 |
| QUICKSILVER MXII | 2 | 41 | 1 | 0 | 10 | 10 |
| QUICKSILVER MXL | 1 | 41 | 1 | 0 | 5 | 5 |
| QUICKSILVER MXL II | 2 | 41 | 1 | 0 | 15 | 15 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| QUICKSILVER MXL IIHP | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXL 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXL-II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MXLII | 2 | 41 | 1 | 0 | 3 | 3 |
| QUICKSILVER MXR II | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSILVER MX11 | 2 | 41 | 1 | 0 | 1 | 1 |
| QUICKSIVER MX | 2 | 41 | 1 | 0 | 1 | 1 |
| Q2 | 2 | 41 | 1 | 0 | 20 | 20 |
| Q2 QAC3 | 2 | 41 | 1 | 0 | 1 | 1 |
| Q200 | 2 | 41 | 1 | 0 | 5 | 5 |
| R AND D SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R L BREEZY | 2 | 41 | 1 | 0 | 1 | 1 |
| R S 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| R.A.C.E. SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R.A.F. VARI-EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| R.C.H.I. | 2 | 41 | 1 | 0 | 1 | 1 |
| R.E.C. | 2 | 41 | 1 | 0 | 2 | 2 |
| R&K SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| R-DECKER 110 | 2 | 41 | 1 | 0 | 1 | 1 |
| R-1 | 1 | 41 | 1 | 0 | 6 | 6 |
| R-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| R-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| RACER | 2 | 41 | 1 | 0 | 4 | 4 |
| RACER II | 2 | 41 | 1 | 0 | 1 | 1 |
| RACER ORIGINAL | 1 | 41 | 1 | 0 | 1 | 1 |
| RACER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RAF VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY R/2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RALLY R/3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY RB3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RALLY SUPER SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| RALLY 2B | 1 | 41 | 1 | 0 | 2 | 2 |
| RALLY 3 | 2 | 41 | 1 | 0 | 43 | 43 |
| RALLY 3A | 2 | 41 | 1 | 0 | 14 | 14 |
| RALLY 3B | 2 | 41 | 1 | 0 | 2 | 2 |
| RALLY-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAMSEY BATHTUB | 1 | 41 | 1 | 0 | 1 | 1 |
| RAND KR II | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND KR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND KR-I | 1 | 41 | 1 | 0 | 1 | 1 |
| RAND KR-II | 2 | 41 | 1 | 0 | 2 | 2 |
| RAND KR-1 | 1 | 41 | 1 | 0 | 14 | 14 |
| RAND KR-2 | 2 | 41 | 1 | 0 | 29 | 29 |
| RAND KR2 | 2 | 41 | 1 | 0 | 2 | 2 |
| RAND ROBINSON KR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RAND ROBINSON KR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RAND ROBINSON KR-2 | 2 | 41 | 1 | 0 | 3 | 3 |
| RAND/ROBINSON KR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANGER HR 101 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANGER-A | 3 | 41 | 1 | 0 | 1 | 1 |
| RANS COYOTE | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S 10 | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S 7 COURIER | 2 | 41 | 1 | 0 | 2 | 2 |
| RANS S 9 | 1 | 41 | 1 | 0 | 6 | 6 |
| RANS S 9 EXP | 1 | 41 | 1 | 0 | 2 | 2 |
| RANS S-10 | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S-6 COYOTE II | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S-7 | 2 | 41 | 1 | 0 | 2 | 2 |
| RANS S-7 COURIER | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S-9 | 1 | 41 | 1 | 0 | 7 | 7 |
| RANS S-9 EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| RANS S10 | 2 | 41 | 1 | 0 | 3 | 3 |
| RANS S6 | 2 | 41 | 1 | 0 | 1 | 1 |
| RANS S7 COUIRER | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| RANS S9 EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| RATSREPUS | 1 | 41 | 1 | 0 | 1 | 1 |
| RAVEN | 1 | 41 | 1 | 0 | 1 | 1 |
| RAZ-MUT | 1 | 41 | 1 | 0 | 1 | 1 |
| RB 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RB-1 | 2 | 41 | 1 | 0 | 3 | 3 |
| RB-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RB-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| RC-3 | 4 | 41 | 1 | 0 | 1 | 1 |
| RD1 | 1 | 41 | 1 | 0 | 1 | 1 |
| READ MINI-JINI | 2 | 41 | 1 | 0 | 1 | 1 |
| REBEL 300 | 1 | 41 | 1 | 0 | 1 | 1 |
| REBEL 360 | 2 | 41 | 1 | 0 | 1 | 1 |
| RED BARE-UN | 1 | 41 | 1 | 0 | 1 | 1 |
| RED-BARE-UN S.T.W. | 1 | 41 | 1 | 0 | 1 | 1 |
| REDFERN DH-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| REDLINE | 1 | 41 | 1 | 0 | 1 | 1 |
| REEVES SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| REGALIA EXPERIMENTAL | 2 | 41 | 1 | 0 | 1 | 1 |
| REISKIN MIDG MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| RENEGADE | 1 | 41 | 1 | 0 | 1 | 1 |
| RENEGADE II | 2 | 41 | 1 | 0 | 2 | 2 |
| RENEGADE SPIRIT | 2 | 41 | 1 | 0 | 6 | 6 |
| REPLICA CORSAIR | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA FOKKER D7 | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA FOKKER-E-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA HOWARD DGA-6 | 4 | 41 | 1 | 0 | 1 | 1 |
| REPLICA HOWARD IKE | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA JU87-B | 2 | 41 | 1 | 0 | 1 | 1 |
| REPLICA SPITFIRE MK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA SPOWITH PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| REPLICA-A-17-FS | 5 | 41 | 1 | 0 | 1 | 1 |
| REPRISEL-WAR F-4U | 2 | 41 | 1 | 0 | 1 | 1 |
| RETRACT | 2 | 41 | 1 | 0 | 1 | 1 |
| REVENGE | 1 | 41 | 1 | 0 | 1 | 1 |
| REX BENZ-CHALLENGER | 2 | 41 | 1 | 0 | 1 | 1 |
| RG | 2 | 41 | 1 | 0 | 2 | 2 |
| RG 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RHOADS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RIAN ST 2 POLM | 1 | 41 | 1 | 0 | 1 | 1 |
| RIC JET-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| RICH MIXTURE II | 2 | 41 | 1 | 0 | 1 | 1 |
| RIDGEAIRE | 2 | 41 | 1 | 0 | 1 | 1 |
| RJ-1 PUDDLEJUMPER | 2 | 41 | 1 | 0 | 1 | 1 |
| RK-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| RK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RK2 | 2 | 41 | 1 | 0 | 1 | 1 |
| RLU-1 | 2 | 41 | 1 | 0 | 8 | 8 |
| RLU1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RLV-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROADAIRE 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ROBERTS GF2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBERTSON BI RD | 1 | 41 | 1 | 0 | 1 | 1 |
| ROBERTSON B1-RD | 2 | 41 | 1 | 0 | 2 | 2 |
| ROBINSON SIDEWINDER | 2 | 41 | 1 | 0 | 1 | 1 |
| ROBINSON/PITTS S1S | 1 | 41 | 1 | 0 | 1 | 1 |
| ROCKET 125 | 2 | 41 | 1 | 0 | 1 | 1 |
| RODGERS DRAGONFLY | 2 | 41 | 1 | 0 | 1 | 1 |
| ROE SPORT BIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| ROESLER GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| ROG | 2 | 41 | 1 | 0 | 1 | 1 |
| ROGERS-GROS TRI-ACE | 2 | 41 | 1 | 0 | 1 | 1 |
| ROLLASON-LUTON BETA | 1 | 41 | 1 | 0 | 1 | 1 |
| RONS I MOD. I | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| RONS RANS 9 | 1 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC PANTHER | 1 | 41 | 1 | 0 | 2 | 2 |
| ROTEC PANTHER PLUS | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC PANTHER 2 PLUS | 2 | 41 | 1 | 0 | 2 | 2 |
| ROTEC R-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLEY 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLY | 2 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3A | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLY III | 2 | 41 | 1 | 0 | 4 | 4 |
| ROTEC RALLY SPORT | 1 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3 | 2 | 41 | 1 | 0 | 76 | 76 |
| ROTEC RALLY 3-B | 2 | 41 | 1 | 0 | 2 | 2 |
| ROTEC RALLY 3A | 2 | 41 | 1 | 0 | 26 | 26 |
| ROTEC RALLY 3B | 1 | 41 | 1 | 0 | 8 | 8 |
| ROTEC RALLY 3B+ | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC RALLY 33 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTEC-RALLY 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTERWAY EXEC | 2 | 41 | 1 | 0 | 1 | 1 |
| ROTORWAY EXEC | 2 | 41 | 1 | 0 | 1 | 1 |
| ROYAL T | 4 | 41 | 1 | 0 | 1 | 1 |
| RR-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| RS | 1 | 41 | 1 | 0 | 1 | 1 |
| RS-15 | 1 | 41 | 1 | 0 | 1 | 1 |
| RS-550TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| RS1-RS-2L | 2 | 41 | 1 | 0 | 1 | 1 |
| RS1-SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| RTH JUNGSTER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RTO | 2 | 41 | 1 | 0 | 1 | 1 |
| RUHL SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| RUL-1 BREEZY | 2 | 41 | 1 | 0 | 1 | 1 |
| RULTAN VARIEZE | 1 | 41 | 1 | 0 | 1 | 1 |
| RUMPLER TAUBE | 2 | 41 | 1 | 0 | 1 | 1 |
| RUND FLYER | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN | 2 | 41 | 1 | 0 | 2 | 2 |
| RUTAN DEFIANT | 4 | 41 | 1 | 0 | 3 | 3 |
| RUTAN LONG E Z | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN LONG E-Z | 2 | 41 | 1 | 0 | 3 | 3 |
| RUTAN LONG EZ | 2 | 41 | 1 | 0 | 15 | 15 |
| RUTAN LONG EZE | 2 | 41 | 1 | 0 | 3 | 3 |
| RUTAN LONG EZE 61 | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN LONG-EZ | 2 | 41 | 1 | 0 | 11 | 11 |
| RUTAN VARI EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN VARI VIGGEN | 2 | 41 | 1 | 0 | 2 | 2 |
| RUTAN VARI-EZE | 2 | 41 | 1 | 0 | 9 | 9 |
| RUTAN VARI-VIGGEN | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN VARIEZE | 2 | 41 | 1 | 0 | 27 | 27 |
| RUTAN VARIVIGGEN | 2 | 41 | 1 | 0 | 3 | 3 |
| RUTAN VERI-EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| RUTAN 77 SOLTAIRE | 1 | 41 | 1 | 0 | 1 | 1 |
| RUTAN-VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| RV 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 3/A1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 3A | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 3E | 1 | 41 | 1 | 0 | 1 | 1 |
| RV 4 | 2 | 41 | 1 | 0 | 51 | 51 |
| RV 4 180 | 2 | 41 | 1 | 0 | 1 | 1 |
| RV 4 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| RV 6 | 2 | 41 | 1 | 0 | 1 | 1 |
| RV 6A | 2 | 41 | 1 | 0 | 1 | 1 |
| RV-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3 | 1 | 41 | 1 | 0 | 77 | 77 |
| RV-3 MODEL 4 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3-A | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| RV-3-E | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3-80 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3A | 1 | 41 | 1 | 0 | 13 | 13 |
| RV-3AR | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3F | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3M | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-3W | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-4 | 2 | 41 | 1 | 0 | 157 | 157 |
| RV-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV-6 | 2 | 41 | 1 | 0 | 2 | 2 |
| RV1 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV3 A | 1 | 41 | 1 | 0 | 1 | 1 |
| RV3-A | 1 | 41 | 1 | 0 | 3 | 3 |
| RV3-528 | 1 | 41 | 1 | 0 | 1 | 1 |
| RV3A | 1 | 41 | 1 | 0 | 3 | 3 |
| RV4 | 2 | 41 | 1 | 0 | 12 | 12 |
| RWS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| RW2 | 1 | 41 | 1 | 0 | 1 | 1 |
| RYAN NYP | 1 | 41 | 1 | 0 | 1 | 1 |
| RYAN NYP-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| R1 | 2 | 41 | 1 | 0 | 1 | 1 |
| R1U1 | 2 | 41 | 1 | 0 | 1 | 1 |
| R2 | 2 | 41 | 1 | 0 | 1 | 1 |
| S LUCKE S2L | 2 | 41 | 1 | 0 | 1 | 1 |
| S 10 | 2 | 41 | 1 | 0 | 3 | 3 |
| S 100 STROP | 1 | 41 | 1 | 0 | 1 | 1 |
| S 18 | 2 | 41 | 1 | 0 | 1 | 1 |
| S 260-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| S 7 COURIER | 2 | 41 | 1 | 0 | 2 | 2 |
| S.A.100 | 1 | 41 | 1 | 0 | 1 | 1 |
| S.E. 5A | 1 | 41 | 1 | 0 | 1 | 1 |
| S.E.5A | 1 | 41 | 1 | 0 | 1 | 1 |
| S&S SPECIAL MODEL C | 1 | 41 | 1 | 0 | 1 | 1 |
| S-STAR JS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1 | 1 | 41 | 1 | 0 | 37 | 37 |
| S-1 SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1 TEDDYBEAR | 2 | 41 | 1 | 0 | 1 | 1 |
| S-1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1A | 1 | 41 | 1 | 0 | 3 | 3 |
| S-1C | 1 | 41 | 1 | 0 | 71 | 71 |
| S-1C-WM | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1D | 1 | 41 | 1 | 0 | 1 | 1 |
| S-1S | 1 | 41 | 1 | 0 | 10 | 10 |
| S-1W | 1 | 41 | 1 | 0 | 1 | 1 |
| S-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| S-14F | 2 | 41 | 1 | 0 | 1 | 1 |
| S-2 | 1 | 41 | 1 | 0 | 3 | 3 |
| S-2S | 2 | 41 | 1 | 0 | 4 | 4 |
| S-4 | 1 | 41 | 1 | 0 | 3 | 3 |
| S-51-D | 2 | 41 | 1 | 0 | 1 | 1 |
| S-6 COYOTE II | 2 | 41 | 1 | 0 | 1 | 1 |
| S-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| S/W SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| SA - 62 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| SA 300 | 2 | 41 | 1 | 0 | 6 | 6 |
| SA 300-A | 2 | 41 | 1 | 0 | 1 | 1 |
| SA 750 | 2 | 41 | 1 | 0 | 2 | 2 |
| SA 900 | 1 | 41 | 1 | 0 | 2 | 2 |
| SA-100 | 1 | 41 | 1 | 0 | 9 | 9 |
| SA-100 STARDUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-100A | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SA-102 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-105 CAVALIER | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-11-A | 3 | 41 | 1 | 0 | 2 | 2 |
| SA-11A | 3 | 41 | 1 | 0 | 11 | 11 |
| SA-11A PLAYMATE | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-3A | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-3B | 2 | 41 | 1 | 0 | 3 | 3 |
| SA-300 | 2 | 41 | 1 | 0 | 32 | 32 |
| SA-6B | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-6B FLUT-R-BUG | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-6B FLUTTERBUG | 2 | 41 | 1 | 0 | 1 | 1 |
| SA-7B | 1 | 41 | 1 | 0 | 1 | 1 |
| SA-7D | 2 | 41 | 1 | 0 | 3 | 3 |
| SA-750 | 2 | 41 | 1 | 0 | 3 | 3 |
| SABLAR SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| SAC | 2 | 41 | 1 | 0 | 3 | 3 |
| SAC - IVW | 2 | 41 | 1 | 0 | 1 | 1 |
| SACO II | 2 | 41 | 1 | 0 | 1 | 1 |
| SACO III | 2 | 41 | 1 | 0 | 1 | 1 |
| SADLER VAMPIRE | 1 | 41 | 1 | 0 | 2 | 2 |
| SAFIR 91D | 3 | 41 | 1 | 0 | 1 | 1 |
| SAL 2/3 MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| SAL 2/3 P51 | 2 | 41 | 1 | 0 | 1 | 1 |
| SAL 2/3 SCAL MUSTANG | 1 | 41 | 1 | 0 | 1 | 1 |
| SAMSONG | 2 | 41 | 1 | 0 | 1 | 1 |
| SANDPIPER | 2 | 41 | 1 | 0 | 2 | 2 |
| SAVILLE HUMMER-A | 1 | 41 | 1 | 0 | 1 | 1 |
| SA100 | 1 | 41 | 1 | 0 | 10 | 10 |
| SA101 | 1 | 41 | 1 | 0 | 1 | 1 |
| SA105 | 2 | 41 | 1 | 0 | 1 | 1 |
| SA11A | 3 | 41 | 1 | 0 | 1 | 1 |
| SA3A | 1 | 41 | 1 | 0 | 33 | 33 |
| SA3A PLAYBOY | 1 | 41 | 1 | 0 | 1 | 1 |
| SA3B | 1 | 41 | 1 | 0 | 25 | 25 |
| SA300 | 2 | 41 | 1 | 0 | 12 | 12 |
| SA500L | 1 | 41 | 1 | 0 | 1 | 1 |
| SA500 | 1 | 41 | 1 | 0 | 1 | 1 |
| SA6B | 2 | 41 | 1 | 0 | 23 | 23 |
| SA6B FLUT-R-BUG | 2 | 41 | 1 | 0 | 2 | 2 |
| SA7A | 1 | 41 | 1 | 0 | 2 | 2 |
| SA7D | 1 | 41 | 1 | 0 | 16 | 16 |
| SA7WR | 2 | 41 | 1 | 0 | 1 | 1 |
| SA700 | 1 | 41 | 1 | 0 | 3 | 3 |
| SA750 ACRODUSTER II | 2 | 41 | 1 | 0 | 2 | 2 |
| SA900 | 1 | 41 | 1 | 0 | 1 | 1 |
| SA900 V-STAR | 1 | 41 | 1 | 0 | 1 | 1 |
| SB-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| SB-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SBD-3 DAUNTLESS | 2 | 41 | 1 | 0 | 1 | 1 |
| SBII | 2 | 41 | 1 | 0 | 1 | 1 |
| SC GREAT LAKES 2T1AE | 2 | 41 | 1 | 0 | 1 | 1 |
| SC 450 | 2 | 41 | 1 | 0 | 1 | 1 |
| SC-1 | 1 | 41 | 1 | 0 | 23 | 23 |
| SCALE CORSAIR F4U-1D | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP | 1 | 41 | 1 | 0 | 4 | 4 |
| SCAMP BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP BP-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP WT-B1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP WT16-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMP-A WT-S3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCAMPY | 2 | 41 | 1 | 0 | 1 | 1 |
| SCAPPY UAC-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCATTER | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SCEPTRE | 1 | 41 | 1 | 0 | 2 | 2 |
| SCEPTRE I | 1 | 41 | 1 | 0 | 1 | 1 |
| SCHAPEL SA-882 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCODOR III 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCOOTER | 1 | 41 | 1 | 0 | 2 | 2 |
| SCORPIAN 133 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCORPION | 1 | 41 | 1 | 0 | 1 | 1 |
| SCORPION EXEC | 2 | 41 | 1 | 0 | 1 | 1 |
| SCORPION II | 2 | 41 | 1 | 0 | 1 | 1 |
| SCORPION ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| SCORPION TOO | 2 | 41 | 1 | 0 | 2 | 2 |
| SCOUT | 1 | 41 | 1 | 0 | 1 | 1 |
| SCOUT S4-C REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SCRAPPY U.A.C.200 | 1 | 41 | 1 | 0 | 1 | 1 |
| SCRAPPY-UAC 160 | 1 | 41 | 1 | 0 | 1 | 1 |
| SC1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SD-TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| SD-1A | 2 | 41 | 1 | 0 | 3 | 3 |
| SE 5A | 1 | 41 | 1 | 0 | 1 | 1 |
| SE 5A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SE-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| SE-5A | 1 | 41 | 1 | 0 | 2 | 2 |
| SE-5A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SEA HAWK | 2 | 41 | 1 | 0 | 5 | 5 |
| SEA HAWKER | 2 | 41 | 1 | 0 | 1 | 1 |
| SEAFIRE TROJAN TA16 | 4 | 41 | 1 | 0 | 1 | 1 |
| SEAHAWK | 2 | 41 | 1 | 0 | 5 | 5 |
| SEAHAWK COMPOSITE | 2 | 41 | 1 | 0 | 1 | 1 |
| SECA MX AG | 1 | 41 | 1 | 0 | 1 | 1 |
| SEL | 1 | 41 | 1 | 0 | 3 | 3 |
| SEMINOLE RS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SENIOR AERO SPORT | 2 | 41 | 1 | 0 | 4 | 4 |
| SENIOR AERO SPORT 10 | 2 | 41 | 1 | 0 | 1 | 1 |
| SENIOR AEROSPORT | 2 | 41 | 1 | 0 | 2 | 2 |
| SEQUOIA | 4 | 41 | 1 | 0 | 1 | 1 |
| SEQUOIA 300 | 2 | 41 | 1 | 0 | 1 | 1 |
| SE5-A | 1 | 41 | 1 | 0 | 2 | 2 |
| SE5-A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| SE5A | 1 | 41 | 1 | 0 | 6 | 6 |
| SE5A REPLICA | 1 | 41 | 1 | 0 | 8 | 8 |
| SF | 2 | 41 | 1 | 0 | 1 | 1 |
| SF 2 RG | 2 | 41 | 1 | 0 | 1 | 1 |
| SF.260B | 3 | 41 | 1 | 0 | 1 | 1 |
| SF-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SF-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| SFA | 2 | 41 | 1 | 0 | 1 | 1 |
| SFS1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SF2M | 2 | 41 | 1 | 0 | 1 | 1 |
| SH | 2 | 41 | 1 | 0 | 1 | 1 |
| SH GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| SH 2 | 2 | 41 | 1 | 0 | 2 | 2 |
| SH 2R GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2 | 2 | 41 | 1 | 0 | 3 | 3 |
| SH-2 FT | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2 GLASAIR | 2 | 41 | 1 | 0 | 5 | 5 |
| SH-2 GLASAIR RG | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2 RG | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2-TD | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2F | 2 | 41 | 1 | 0 | 1 | 1 |
| SH-2R | 2 | 41 | 1 | 0 | 3 | 3 |
| SH-3 STOL | 1 | 41 | 1 | 0 | 1 | 1 |
| SH-3R | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR | 2 | 41 | 1 | 0 | 14 | 14 |
| SHA GLASAIR RG | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SHA GLASAIR SH-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR SH2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR TD | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA GLASAIR 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA-GLASAIR | 2 | 41 | 1 | 0 | 18 | 18 |
| SHA-GLASAIR JM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SHA-GLASAIR RG | 2 | 41 | 1 | 0 | 2 | 2 |
| SHADE WING | 2 | 41 | 1 | 0 | 1 | 1 |
| SHADOW | 2 | 41 | 1 | 0 | 1 | 1 |
| SHAMA A | 2 | 41 | 1 | 0 | 1 | 1 |
| SHANE RUNABOUT | 2 | 41 | 1 | 0 | 1 | 1 |
| SHARKFIRE | 2 | 41 | 1 | 0 | 1 | 1 |
| SHEETS P-47D JR | 1 | 41 | 1 | 0 | 1 | 1 |
| SHIMER SPECIAL 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SHIP | 2 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING K-10 | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING K10 | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING RACEPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SHOESTRING S-102 | 1 | 41 | 1 | 0 | 1 | 1 |
| SHORT S-29 | 1 | 41 | 1 | 0 | 1 | 1 |
| SHORT T | 2 | 41 | 1 | 0 | 1 | 1 |
| SHORTS SD3-60 | 20 | 51 | 2 | 0 | 48 | 48 |
| SHRIKE | 1 | 41 | 1 | 0 | 1 | 1 |
| SH2R GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER | 2 | 41 | 1 | 0 | 24 | 24 |
| SIDEWINDER C1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER H | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER HES-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER S-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER SEL | 1 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER SW1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIDEWINDER-X | 2 | 41 | 1 | 0 | 1 | 1 |
| SIERRA STARSHIP | 2 | 41 | 1 | 0 | 1 | 1 |
| SIEVERS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| SILHOUETTE | 1 | 41 | 1 | 0 | 3 | 3 |
| SILHOUETTE SA-60 | 2 | 41 | 1 | 0 | 2 | 2 |
| SILHOUTTE I | 1 | 41 | 1 | 0 | 1 | 1 |
| SILOUETTE | 1 | 41 | 1 | 0 | 1 | 1 |
| SILVER CONDOR-A | 2 | 41 | 1 | 0 | 1 | 1 |
| SIMPLEX L-2 MODIFIED | 2 | 41 | 1 | 0 | 1 | 1 |
| SINGLE | 1 | 41 | 1 | 0 | 1 | 1 |
| SINSKI SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| SIPLE MODEL "A" | 1 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ-5 | 1 | 41 | 1 | 0 | 2 | 2 |
| SIROCCO MJ5 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ5-J2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ5-K2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO MJ55 | 2 | 41 | 1 | 0 | 1 | 1 |
| SIROCCO SN 209 MJ5 | 2 | 41 | 1 | 0 | 1 | 1 |
| SISLER CYGNET SF-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| SITZ-STARDUSTER TOO | 2 | 41 | 1 | 0 | 1 | 1 |
| SIZZLER | 2 | 41 | 1 | 0 | 1 | 1 |
| SJ-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SK-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SKEETER | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY BUGGY MOD. A | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY COPE SA7D | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY FLY CA65-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY HIKER | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY RANGER | 2 | 41 | 1 | 0 | 2 | 2 |
| SKY RANGER S C | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SKY RANGER SCX | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY RANGER SRII | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY SEEKER | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY SKEETER | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY TRACTOR 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY-CRUISER I | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY-CRUISER II | 2 | 41 | 1 | 0 | 1 | 1 |
| SKY-SCOOTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SKY-TIGER | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBABY | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYBIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYBOAT | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT | 2 | 41 | 1 | 0 | 98 | 98 |
| SKYBOLT C-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT CS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT JW-5 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT MODEL ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT SB2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 1 | 2 | 41 | 1 | 0 | 4 | 4 |
| SKYBOLT 1-A | 2 | 41 | 1 | 0 | 2 | 2 |
| SKYBOLT 1976 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 235 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 55 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT 78-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT-BIPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT-1 | 2 | 41 | 1 | 0 | 9 | 9 |
| SKYBOLT-180 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT-75 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYBOLT/CALLEN | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYCOUPE | 1 | 41 | 1 | 0 | 2 | 2 |
| SKYCYCLE | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYCYCLE CABIN | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYDOLL | 4 | 41 | 1 | 0 | 1 | 1 |
| SKYFLY CA65 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYHEATER | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYHOPPER | 2 | 41 | 1 | 0 | 3 | 3 |
| SKYHOPPER II | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYHOPPER MODEL 20 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYHOPPER 20 | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYJACKER | 1 | 41 | 1 | 0 | 1 | 1 |
| SKYJACKER II | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYLARK II | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYOTE | 1 | 41 | 1 | 0 | 6 | 6 |
| SKYRAIDER AD-6 | 1 | 41 | 1 | 0 | 4 | 4 |
| SKYRANGER SC | 2 | 41 | 1 | 0 | 2 | 2 |
| SKYRANGER SILV CLOUD | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYSCOOTER | 2 | 41 | 1 | 0 | 1 | 1 |
| SKYTRADER 800 | 14 | 51 | 2 | 0 | 1 | 1 |
| SKYWALKER | 2 | 41 | 1 | 0 | 1 | 1 |
| SK1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SLC | 1 | 41 | 1 | 0 | 1 | 1 |
| SLIPKNOT | 1 | 41 | 1 | 0 | 1 | 1 |
| SLO VIN FIZ | 1 | 41 | 1 | 0 | 1 | 1 |
| SM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH AJ-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH DSA-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| SMITH DSA1 | 1 | 41 | 1 | 0 | 3 | 3 |
| SMITH DSA1 MINIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH M'PLANE DSA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH MIMIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH MINI DSA-1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SMITH MINI PLANE | 2 | 41 | 1 | 0 | 3 | 3 |
| SMITH MINI-PLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| SMITH MINIPLANE | 1 | 41 | 1 | 0 | 18 | 18 |
| SMITH MINIPLANE DSA- | 1 | 41 | 1 | 0 | 2 | 2 |
| SMITH MINIPLANE DSAI | 1 | 41 | 1 | 0 | 4 | 4 |
| SMITH MINIPLANE DSA1 | 1 | 41 | 1 | 0 | 11 | 11 |
| SMITH MINPLANE DSA-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| SMITH SIDEWINDER | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITH SUPER ACRO | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH TERMITE | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH TERMITE KT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITH/POWELL MINI | 1 | 41 | 1 | 0 | 1 | 1 |
| SMITHS RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| SMITTYS ACRO SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| SMOKOVITZ-SPORT | 3 | 41 | 1 | 0 | 1 | 1 |
| SMYTH SIDEWINDER | 2 | 41 | 1 | 0 | 17 | 17 |
| SMYTHE SIDEWINDER | 2 | 41 | 1 | 0 | 3 | 3 |
| SNAPPER | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| SNJ-5C | 2 | 41 | 1 | 0 | 1 | 1 |
| SNOOP II | 2 | 41 | 1 | 0 | 4 | 4 |
| SNOOP 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| SNOOPY PS1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS | 1 | 41 | 1 | 0 | 2 | 2 |
| SNS IV | 2 | 41 | 1 | 0 | 1 | 1 |
| SNS 2 GUPPY | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS 3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS 8 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SNS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-2 GUPPY | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-7 | 2 | 41 | 1 | 0 | 5 | 5 |
| SNS-7 HIPERBIPE | 2 | 41 | 1 | 0 | 1 | 1 |
| SNS-7 HYPERBIPE | 2 | 41 | 1 | 0 | 2 | 2 |
| SNS-8 | 1 | 41 | 1 | 0 | 3 | 3 |
| SNS-8 HIPERLIGHT EXP | 1 | 41 | 1 | 0 | 1 | 1 |
| SNS-8 HYPERLIGHT | 1 | 41 | 1 | 0 | 3 | 3 |
| SNS-9 | 2 | 41 | 1 | 0 | 2 | 2 |
| SNS7 | 2 | 41 | 1 | 0 | 1 | 1 |
| SNYDER CUBY | 1 | 41 | 1 | 0 | 1 | 1 |
| SNYDER SUPER SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| SOL | 2 | 41 | 1 | 0 | 1 | 1 |
| SOLITAIRE | 2 | 41 | 1 | 0 | 1 | 1 |
| SONER AI | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERA II | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI | 1 | 41 | 1 | 0 | 15 | 15 |
| SONERAI - II | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERAI I | 1 | 41 | 1 | 0 | 11 | 11 |
| SONERAI II | 2 | 41 | 1 | 0 | 111 | 111 |
| SONERAI II EV | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI II L | 2 | 41 | 1 | 0 | 25 | 25 |
| SONERAI II LS | 2 | 41 | 1 | 0 | 3 | 3 |
| SONERAI II LT | 2 | 41 | 1 | 0 | 3 | 3 |
| SONERAI II LTL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI II LTS | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI II-L | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI II-S2-MLI | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI IIB | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI IIBL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI IIL | 2 | 41 | 1 | 0 | 26 | 26 |
| SONERAI IILT | 2 | 41 | 1 | 0 | 3 | 3 |
| SONERAI IL | 1 | 41 | 1 | 0 | 2 | 2 |
| SONERAI ILL | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SONERAI JM-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI LOW WING | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI LS-II | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI TWO | 2 | 41 | 1 | 0 | 5 | 5 |
| SONERAI TWO L | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERAI TWO LOW WING | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI 1 | 1 | 41 | 1 | 0 | 2 | 2 |
| SONERAI 1.5 S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI 2 | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERAI 2L | 2 | 41 | 1 | 0 | 6 | 6 |
| SONERAI 2LT | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERAI 2LTS | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-I | 1 | 41 | 1 | 0 | 25 | 25 |
| SONERAI-II | 2 | 41 | 1 | 0 | 47 | 47 |
| SONERAI-IIB | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-IIL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERAI-2 | 2 | 41 | 1 | 0 | 4 | 4 |
| SONERIA | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERIA II | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERIA II L | 2 | 41 | 1 | 0 | 2 | 2 |
| SONERIA IIL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERIA 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SONERIA-II | 2 | 41 | 1 | 0 | 1 | 1 |
| SONERIA-IIL | 2 | 41 | 1 | 0 | 1 | 1 |
| SONGBIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| SONNERAL II | 2 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH CAMEL | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH CAMEL F1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH DOLPHIN | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH F.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH TRI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH TRIPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH TYPE 80 LERH | 1 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH 1 1/2 STRUTT | 2 | 41 | 1 | 0 | 1 | 1 |
| SOPWITH 7F.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SORD-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL | 2 | 41 | 1 | 0 | 1 | 1 |
| SORRELL EXP 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SORRELL GUPPY SNS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL HYPERLIGHT | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL SNS-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| SORRELL SNS-2 GUPPY | 1 | 41 | 1 | 0 | 1 | 1 |
| SORRELL SNS-7 | 2 | 41 | 1 | 0 | 7 | 7 |
| SORRELL SNS-8 | 1 | 41 | 1 | 0 | 3 | 3 |
| SORRELL SNS7 | 2 | 41 | 1 | 0 | 1 | 1 |
| SP | 1 | 41 | 1 | 0 | 1 | 1 |
| SP-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| SP-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPACE WALKER | 1 | 41 | 1 | 0 | 1 | 1 |
| SPACEWALKER | 1 | 41 | 1 | 0 | 3 | 3 |
| SPAD VII | 1 | 41 | 1 | 0 | 1 | 1 |
| SPAD XIII | 1 | 41 | 1 | 0 | 3 | 3 |
| SPAD-XIII C1 FIGHTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SPANSTARSA307 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW | 1 | 41 | 1 | 0 | 1 | 1 |
| SPARROW HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW HAWK MK II | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW HAWK MKII | 2 | 41 | 1 | 0 | 2 | 2 |
| SPARROW II | 2 | 41 | 1 | 0 | 1 | 1 |
| SPARROW SPORT | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SPARROW SS | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL | 1 | 41 | 1 | 0 | 39 | 39 |
| SPECIAL DENINE D | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL GREAT LAKES | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL II | 2 | 41 | 1 | 0 | 2 | 2 |
| SPECIAL M-30 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL MODEL A | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL RL1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL S-1C | 1 | 41 | 1 | 0 | 3 | 3 |
| SPECIAL S1-S | 1 | 41 | 1 | 0 | 3 | 3 |
| SPECIAL 001 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPECIAL 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPECTRUM BEAVER | 2 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AIR CAR | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AIR CAR S12E | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AIRCAR S12DG | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AMPHIB 1-12E | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER AMPHIBIAN | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER S-12-E | 1 | 41 | 1 | 0 | 1 | 1 |
| SPENCER S12-D | 4 | 41 | 1 | 0 | 1 | 1 |
| SPENCER S12-E | 4 | 41 | 1 | 0 | 1 | 1 |
| SPERRY MESSENGER | 1 | 41 | 1 | 0 | 1 | 1 |
| SPEZID SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO DAL-1 | 2 | 41 | 1 | 0 | 6 | 6 |
| SPEZIO DAL-1 SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO SPORT | 2 | 41 | 1 | 0 | 10 | 10 |
| SPEZIO SPORT CB-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO SPORT DAL-1 | 2 | 41 | 1 | 0 | 8 | 8 |
| SPEZIO SPORT P-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPEZIO SPORT TUHOLER | 2 | 41 | 1 | 0 | 2 | 2 |
| SPEZIO TUHOLER | 2 | 41 | 1 | 0 | 2 | 2 |
| SPEZIO-TWOHOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| SPICKES SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| SPIDER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPIRIT | 1 | 41 | 1 | 0 | 1 | 1 |
| SPIRIT OF ST. LOUIS | 2 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE | 2 | 41 | 1 | 0 | 4 | 4 |
| SPITFIRE I | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE II | 2 | 41 | 1 | 0 | 6 | 6 |
| SPITFIRE MARK IX | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MK IX | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MK 1XE | 1 | 41 | 1 | 0 | 1 | 1 |
| SPITFIRE MKIX | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT | 2 | 41 | 1 | 0 | 5 | 5 |
| SPORT BIPLANE | 1 | 41 | 1 | 0 | 5 | 5 |
| SPORT BIPLANE V-STAR | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT EAA BIPLANE P | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT FAN | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORT RACER | 1 | 41 | 1 | 0 | 4 | 4 |
| SPORT TRAINER | 2 | 41 | 1 | 0 | 4 | 4 |
| SPORT TRAINER CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORT-A | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTAIRE | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTS DRIFTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN | 2 | 41 | 1 | 0 | 3 | 3 |
| SPORTSMAN VJ-22 | 2 | 41 | 1 | 0 | 4 | 4 |
| SPORTSMAN VJ22 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN 2 + 2 | 4 | 41 | 1 | 0 | 1 | 1 |
| SPORTSMAN 2+2 | 4 | 41 | 1 | 0 | 2 | 2 |
| SPORTSMAN-22 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SPORTSMASTER 150 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORTSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SPORTWING | 2 | 41 | 1 | 0 | 1 | 1 |
| SPRATT 108 | 1 | 41 | 1 | 0 | 1 | 1 |
| SPRINTER 200 S | 1 | 41 | 1 | 0 | 1 | 1 |
| SR-1 HORNET | 1 | 41 | 1 | 0 | 1 | 1 |
| SRIC | 1 | 41 | 1 | 0 | 1 | 1 |
| SS-Z | 1 | 41 | 1 | 0 | 1 | 1 |
| SS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SS-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| SST | 1 | 41 | 1 | 0 | 1 | 1 |
| SST-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ST-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| ST-100 | 2 | 41 | 1 | 0 | 1 | 1 |
| STA | 2 | 41 | 1 | 0 | 1 | 1 |
| STAMPE | 2 | 41 | 1 | 0 | 1 | 1 |
| STAMPE SV4C | 2 | 41 | 1 | 0 | 2 | 2 |
| STANDARD J-1 | 3 | 41 | 1 | 0 | 2 | 2 |
| STANLEY SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| STANWALT CA-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| STAR DUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| STAR DUSTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| STAR LITE | 1 | 41 | 1 | 0 | 2 | 2 |
| STAR-LITE | 1 | 41 | 1 | 0 | 19 | 19 |
| STARBRIGHT | 2 | 41 | 1 | 0 | 1 | 1 |
| STARCHER | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER | 2 | 41 | 1 | 0 | 3 | 3 |
| STARDUSTER "TOO" | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER ESA300 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER I | 1 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER II | 2 | 41 | 1 | 0 | 22 | 22 |
| STARDUSTER II MK II | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER II SA-300 | 2 | 41 | 1 | 0 | 8 | 8 |
| STARDUSTER II SA300 | 2 | 41 | 1 | 0 | 8 | 8 |
| STARDUSTER II TK1 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER JSA 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER ONE | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA II | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA 300 | 2 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER SA-100 | 1 | 41 | 1 | 0 | 22 | 22 |
| STARDUSTER SA-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA-300 | 2 | 41 | 1 | 0 | 27 | 27 |
| STARDUSTER SA-300-DA | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA-750 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SA100 | 1 | 41 | 1 | 0 | 5 | 5 |
| STARDUSTER SA300 | 2 | 41 | 1 | 0 | 33 | 33 |
| STARDUSTER SA300M | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER SIX | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO | 2 | 41 | 1 | 0 | 80 | 80 |
| STARDUSTER TOO A-300 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO AS300 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO SA-30 | 2 | 41 | 1 | 0 | 6 | 6 |
| STARDUSTER TOO SA300 | 2 | 41 | 1 | 0 | 67 | 67 |
| STARDUSTER TOO 300 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TOO-39D | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TVO RGJ6- | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER TWO | 2 | 41 | 1 | 0 | 10 | 10 |
| STARDUSTER TWO SA300 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER V-STAR | 1 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER 100 | 1 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER 2 | 1 | 41 | 1 | 0 | 3 | 3 |
| STARDUSTER-I | 1 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTER-II | 2 | 41 | 1 | 0 | 1 | 1 |
| STARDUSTER-II SA300 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| STARDUSTER-T00-300 | 2 | 41 | 1 | 0 | 2 | 2 |
| STARDUSTRER SA-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARFLIGHT DBL | 2 | 41 | 1 | 0 | 3 | 3 |
| STARFLIGHT STILETTO | 2 | 41 | 1 | 0 | 1 | 1 |
| STARFLIGHT XC2000 | 2 | 41 | 1 | 0 | 2 | 2 |
| STARFLIGHT XC320 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARLET | 1 | 41 | 1 | 0 | 2 | 2 |
| STARLET SA 500 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARLET SA-500 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARLET SA500 | 1 | 41 | 1 | 0 | 4 | 4 |
| STARLIGHT XC2000 | 2 | 41 | 1 | 0 | 1 | 1 |
| STARLING EZ-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STARLITE | 1 | 41 | 1 | 0 | 17 | 17 |
| STARLITE H09ZZ | 1 | 41 | 1 | 0 | 1 | 1 |
| STAROS/SPECIAL FX | 1 | 41 | 1 | 0 | 1 | 1 |
| STARR | 1 | 41 | 1 | 0 | 1 | 1 |
| STARSHIP ALPHA | 1 | 41 | 1 | 0 | 1 | 1 |
| STEELECRAFT | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT | 1 | 41 | 1 | 0 | 114 | 114 |
| STEEN SKYBOLT #1 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT "B" | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT GT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT GT-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT MI-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT 10-260 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN SKYBOLT-I | 2 | 41 | 1 | 0 | 1 | 1 |
| STEEN-CLARK SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| STEPCHILD 22 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEPHEN AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS ACRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS AKRO | 1 | 41 | 1 | 0 | 6 | 6 |
| STEPHENS AKRO 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS ARKO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS SUPER ACRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS-AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEPHENS-EVANS VP2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEV ACRO ASTRO 235 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEVENS | 1 | 41 | 1 | 0 | 1 | 1 |
| STEVENS AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEVENS-DAVIS AKRO | 1 | 41 | 1 | 0 | 1 | 1 |
| STEWART HEADWIND | 1 | 41 | 1 | 0 | 4 | 4 |
| STEWART HEADWIND B | 1 | 41 | 1 | 0 | 2 | 2 |
| STEWART HEADWIND 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| STEWART S-51 | 2 | 41 | 1 | 0 | 1 | 1 |
| STEWART S-51B | 2 | 41 | 1 | 0 | 1 | 1 |
| STILETTO | 1 | 41 | 1 | 0 | 1 | 1 |
| STINGER | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS FLUT-R-BUG SA6 | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS FLUTRBUG SA-6B | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS FLUTTER BUG | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYBOY | 1 | 41 | 1 | 0 | 2 | 2 |
| STITS PLAYBOY SA-11A | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYBOY SA-3A | 2 | 41 | 1 | 0 | 2 | 2 |
| STITS PLAYBOY SA-3B | 2 | 41 | 1 | 0 | 3 | 3 |
| STITS PLAYBOY SA3A | 1 | 41 | 1 | 0 | 4 | 4 |
| STITS PLAYMATE | 3 | 41 | 1 | 0 | 4 | 4 |
| STITS PLAYMATE SA-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS PLAYMATE SA11A | 2 | 41 | 1 | 0 | 10 | 10 |
| STITS PLAYMATE 11-A | 3 | 41 | 1 | 0 | 2 | 2 |
| STITS SA 3A PLAYBOY | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-11-A | 3 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-11A | 1 | 41 | 1 | 0 | 1 | 1 |
| STITS SA-3A | 1 | 41 | 1 | 0 | 2 | 2 |
| STITS SA-3B | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| STITS SA-6B | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SA11-A | 3 | 41 | 1 | 0 | 1 | 1 |
| STITS SA3-B | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SA3A | 1 | 41 | 1 | 0 | 2 | 2 |
| STITS SA3B | 2 | 41 | 1 | 0 | 7 | 7 |
| STITS SA6B | 2 | 41 | 1 | 0 | 5 | 5 |
| STITS SA7D | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SKEETO SA-8 | 2 | 41 | 1 | 0 | 1 | 1 |
| STITS SKYCOUPE SA-7D | 2 | 41 | 1 | 0 | 3 | 3 |
| STITS SKYCOUPE SA7D | 2 | 41 | 1 | 0 | 2 | 2 |
| STITS SPECIAL SA3A | 1 | 41 | 1 | 0 | 1 | 1 |
| STITTS | 2 | 41 | 1 | 0 | 1 | 1 |
| STITTS PLAYBOY S-607 | 1 | 41 | 1 | 0 | 1 | 1 |
| STITTS PLAYMATE | 3 | 41 | 1 | 0 | 1 | 1 |
| STITTS PLAYMATE SA11 | 1 | 41 | 1 | 0 | 1 | 1 |
| STITTS SA-11A | 3 | 41 | 1 | 0 | 2 | 2 |
| STITTS SA6B | 2 | 41 | 1 | 0 | 1 | 1 |
| STITTS SA7D | 2 | 41 | 1 | 0 | 1 | 1 |
| STM 4 | 2 | 41 | 1 | 0 | 3 | 3 |
| STODDARD GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP ACRODUSTER II | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP SA-300 | 2 | 41 | 1 | 0 | 5 | 5 |
| STOLP SA-700 | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP SA700 | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP SA750 | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARDUSTER | 2 | 41 | 1 | 0 | 4 | 4 |
| STOLP STARDUSTER II | 2 | 41 | 1 | 0 | 3 | 3 |
| STOLP STARDUSTER SA- | 2 | 41 | 1 | 0 | 2 | 2 |
| STOLP STARDUSTER TOO | 2 | 41 | 1 | 0 | 2 | 2 |
| STOLP STARDUSTER TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARLET | 1 | 41 | 1 | 0 | 2 | 2 |
| STOLP STARLET SA-500 | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARLET SA500 | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP STARLET 500 | 2 | 41 | 1 | 0 | 1 | 1 |
| STOLP V STAR | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLP V-STAR | 1 | 41 | 1 | 0 | 2 | 2 |
| STOLP V-STAR SA900 | 1 | 41 | 1 | 0 | 1 | 1 |
| STOLWING JS2 | 2 | 41 | 1 | 0 | 1 | 1 |
| STP 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| STREAKER | 1 | 41 | 1 | 0 | 1 | 1 |
| STRETCHED SSE-328 | 3 | 41 | 1 | 0 | 1 | 1 |
| STRIPLIN LONE RANGER | 2 | 41 | 1 | 0 | 1 | 1 |
| STRIPLIN SILVR CLOUD | 2 | 41 | 1 | 0 | 2 | 2 |
| STRIPLIN SKY RANGER | 2 | 41 | 1 | 0 | 2 | 2 |
| STRIPLIN SKYRANGER | 1 | 41 | 1 | 0 | 2 | 2 |
| STRIPLIN SKYRNGR SC | 2 | 41 | 1 | 0 | 1 | 1 |
| STROJNIK S2A | 1 | 41 | 1 | 0 | 2 | 2 |
| STUDENT PRINCE | 2 | 41 | 1 | 0 | 2 | 2 |
| STUROO1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUGAR BABE | 2 | 41 | 1 | 0 | 1 | 1 |
| SUITE I | 2 | 41 | 1 | 0 | 1 | 1 |
| SULLIVAN 503 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUN DEVIL | 2 | 41 | 1 | 0 | 1 | 1 |
| SUN RAY | 1 | 41 | 1 | 0 | 1 | 1 |
| SUN RAY 100 | 1 | 41 | 1 | 0 | 3 | 3 |
| SUN-BIRD | 2 | 41 | 1 | 0 | 1 | 1 |
| SUNBURST | 1 | 41 | 1 | 0 | 1 | 1 |
| SUNDERLAND S-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUNRISE | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER ACRO SPORT | 1 | 41 | 1 | 0 | 9 | 9 |
| SUPER ACRO SPORT I | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER ACRO SPORT-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER AKRO CUB | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER BABY LAKES | 1 | 41 | 1 | 0 | 3 | 3 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SUPER BD-4 | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER CAT | 1 | 41 | 1 | 0 | 4 | 4 |
| SUPER COOT-200 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER CUB | 2 | 41 | 1 | 0 | 2 | 2 |
| SUPER CUBY | 2 | 41 | 1 | 0 | 8 | 8 |
| SUPER DIAMANT CP-605 | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER EMERAUDE | 2 | 41 | 1 | 0 | 2 | 2 |
| SUPER EMERAUDE CP328 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER GT 400 | 1 | 41 | 1 | 0 | 2 | 2 |
| SUPER GT400 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER KITTEN | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER KOALA | 2 | 41 | 1 | 0 | 7 | 7 |
| SUPER LNA-40 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER MIDGET | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER MIDGET MUSTANG | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER NOVA | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER NOVA II | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER NOVA 2000 | 2 | 41 | 1 | 0 | 5 | 5 |
| SUPER PACER II | 4 | 41 | 1 | 0 | 1 | 1 |
| SUPER PARASOL | 1 | 41 | 1 | 0 | 2 | 2 |
| SUPER PHANTOM | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER PROSPECTOR | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER QUICKIE | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER QUICKIE QAC2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER SKYBOLT I | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER SPORT | 2 | 41 | 1 | 0 | 2 | 2 |
| SUPER SPORT TRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER SPORT 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER STARDUSTER | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER T40A | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPER X | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER 18 CUBY | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPER 24 | 1 | 41 | 1 | 0 | 1 | 1 |
| SUPERCAT | 1 | 41 | 1 | 0 | 8 | 8 |
| SUPERCAT X-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| SUPERCUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| SUPERFLITE 440 | 2 | 41 | 1 | 0 | 1 | 1 |
| SURF SCOOTER | 2 | 41 | 1 | 0 | 1 | 1 |
| SWACO STAGGERWING | 2 | 41 | 1 | 0 | 1 | 1 |
| SWACO-STAGGERWING | 2 | 41 | 1 | 0 | 2 | 2 |
| SWALLOW | 1 | 41 | 1 | 0 | 2 | 2 |
| SWALLOW B | 1 | 41 | 1 | 0 | 12 | 12 |
| SWALLOW MODEL B | 1 | 41 | 1 | 0 | 2 | 2 |
| SWALLOW MODEL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SWALLOW 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| SWALLOW-B | 1 | 41 | 1 | 0 | 1 | 1 |
| SWEARINGEN SX-300 | 2 | 41 | 1 | 0 | 1 | 1 |
| SWEARINGEN SX300 | 2 | 41 | 1 | 0 | 6 | 6 |
| SWENSON | 2 | 41 | 1 | 0 | 1 | 1 |
| SWISH II | 1 | 41 | 1 | 0 | 1 | 1 |
| SX 300 | 2 | 41 | 1 | 0 | 4 | 4 |
| SX-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| SX300 | 2 | 41 | 1 | 0 | 1 | 1 |
| SX300 SWEARINGEN | 2 | 41 | 1 | 0 | 1 | 1 |
| SYLKIE 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| S1 | 1 | 41 | 1 | 0 | 1 | 1 |
| S1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| S1-S | 1 | 41 | 1 | 0 | 1 | 1 |
| S1C | 1 | 41 | 1 | 0 | 8 | 8 |
| S1L | 1 | 41 | 1 | 0 | 1 | 1 |
| S1S | 1 | 41 | 1 | 0 | 4 | 4 |
| S2 | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| S2-E | 2 | 41 | 1 | 0 | 1 | 1 |
| S2-MK.3 | 2 | 41 | 1 | 0 | 1 | 1 |
| S4 | 4 | 41 | 1 | 0 | 1 | 1 |
| S4B | 1 | 41 | 1 | 0 | 1 | 1 |
| S4C | 1 | 41 | 1 | 0 | 1 | 1 |
| S4C-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| T 18 | 2 | 41 | 1 | 0 | 1 | 1 |
| T 3B-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-MINUS | 2 | 41 | 1 | 0 | 1 | 1 |
| T-MINUS II | 1 | 41 | 1 | 0 | 1 | 1 |
| T-SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| T-1 | 6 | 41 | 1 | 0 | 1 | 1 |
| T-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-18 MODIFIED | 2 | 41 | 1 | 0 | 62 | 62 |
| T-18 TIGER | 2 | 41 | 1 | 0 | 2 | 2 |
| T-18-A | 2 | 41 | 1 | 0 | 2 | 2 |
| T-18-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| T-21 | 2 | 41 | 1 | 0 | 2 | 2 |
| T-28B | 2 | 41 | 1 | 0 | 1 | 1 |
| T-28C | 2 | 41 | 1 | 0 | 2 | 2 |
| T-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| T-40A | 2 | 41 | 1 | 0 | 4 | 4 |
| T-8F | 2 | 41 | 1 | 0 | 2 | 2 |
| TAILWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND A-1 | 2 | 41 | 1 | 0 | 4 | 4 |
| TAILWIND MOD. | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND W-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND W-8 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND WO | 2 | 41 | 1 | 0 | 15 | 15 |
| TAILWIND W8 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAILWIND W8-L | 1 | 41 | 1 | 0 | 1 | 1 |
| TAILWING W8 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAPERWING TA1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TASK VANTAGE | 2 | 41 | 1 | 0 | 1 | 1 |
| TATERBUG SB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAWLOR MONOPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR BIRD | 2 | 41 | 1 | 0 | 2 | 2 |
| TAYLOR COOT-A | 2 | 41 | 1 | 0 | 2 | 2 |
| TAYLOR FLYBABY 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MINI-IMP | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MIRCO-IMP | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MK-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MONOPLANE | 1 | 41 | 1 | 0 | 16 | 16 |
| TAYLOR MONOPLANE JT- | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MONOPLANE JT1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR MONOPLNE GB85 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR TITCH | 1 | 41 | 1 | 0 | 3 | 3 |
| TAYLOR TITCH MK-II | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR TITCH MK-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR TITCH MK-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLOR-MONOPLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| TAYLORCRAFT | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT F19P | 1 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT GJ | 2 | 41 | 1 | 0 | 1 | 1 |
| TAYLORCRAFT L2M | 2 | 41 | 1 | 0 | 1 | 1 |
| TB#1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TB21 | 4 | 41 | 1 | 0 | 18 | 18 |
| TC-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| TD-9 | 1 | 41 | 1 | 0 | 1 | 1 |
| TE-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TEAL | 2 | 41 | 1 | 0 | 1 | 1 |
| TECUMSEH SPECIAL | 4 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| TEDFORD VARIEZE | 2 | 41 | 1 | 0 | 1 | 1 |
| TEE COUPE | 2 | 41 | 1 | 0 | 1 | 1 |
| TEEMIE TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENE 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE | 1 | 41 | 1 | 0 | 2 | 2 |
| TEENIE II | 2 | 41 | 1 | 0 | 9 | 9 |
| TEENIE R G | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE T-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TOO | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TW | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TWO | 1 | 41 | 1 | 0 | 60 | 60 |
| TEENIE TWO DD1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TWO MODEL 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE TWO SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE VEE | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIE 2 | 1 | 41 | 1 | 0 | 3 | 3 |
| TEENIE-TWO | 1 | 41 | 1 | 0 | 4 | 4 |
| TEENIE-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENIN TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| TEENY TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| TEMAN MONO-FLY | 1 | 41 | 1 | 0 | 3 | 3 |
| TEMAN MONOFLY | 2 | 41 | 1 | 0 | 4 | 4 |
| TEMPLE SPORTSMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| TENNIE TOO | 1 | 41 | 1 | 0 | 1 | 1 |
| TENNIE TWO | 1 | 41 | 1 | 0 | 2 | 2 |
| TENNIS TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| TERA II | 2 | 41 | 1 | 0 | 1 | 1 |
| TERATORN II | 2 | 41 | 1 | 0 | 1 | 1 |
| TERATORN TA | 1 | 41 | 1 | 0 | 1 | 1 |
| TERATORN TIERRA | 2 | 41 | 1 | 0 | 11 | 11 |
| TERATORN TIERRA I | 1 | 41 | 1 | 0 | 2 | 2 |
| TERATORN TIERRA II | 2 | 41 | 1 | 0 | 49 | 49 |
| TERATORN-TIERRA | 1 | 41 | 1 | 0 | 1 | 1 |
| TERATRON ULTRA | 2 | 41 | 1 | 0 | 1 | 1 |
| TERMITE | 1 | 41 | 1 | 0 | 3 | 3 |
| TERMITE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TERRATORN TIERRA II | 2 | 41 | 1 | 0 | 1 | 1 |
| TERRIA II | 2 | 41 | 1 | 0 | 1 | 1 |
| TEXAN PARASOL | 1 | 41 | 1 | 0 | 1 | 1 |
| TEXAS REBEL-A | 1 | 41 | 1 | 0 | 1 | 1 |
| TG-BLU-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| THE BLUE MAX | 2 | 41 | 1 | 0 | 1 | 1 |
| THOM-CAT | 1 | 41 | 1 | 0 | 1 | 1 |
| THOMAS MORSE S4C | 1 | 41 | 1 | 0 | 1 | 1 |
| THOMAS STOREY SPEC#2 | 1 | 41 | 1 | 0 | 1 | 1 |
| THORP T 18 | 2 | 41 | 1 | 0 | 3 | 3 |
| THORP T 18C W | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T-18 | 2 | 41 | 1 | 0 | 189 | 189 |
| THORP T-18 MODEL 171 | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T-18B | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T-18C | 2 | 41 | 1 | 0 | 8 | 8 |
| THORP T-18CW | 2 | 41 | 1 | 0 | 3 | 3 |
| THORP T18 | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T18 CW | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP T18CWS | 2 | 41 | 1 | 0 | 1 | 1 |
| THORP 211 | 2 | 41 | 1 | 0 | 2 | 2 |
| THORPE | 2 | 41 | 1 | 0 | 1 | 1 |
| THORPE T 18 WC | 2 | 41 | 1 | 0 | 1 | 1 |
| THORPE T-18 | 2 | 41 | 1 | 0 | 1 | 1 |
| THORPT-18-179 | 2 | 41 | 1 | 0 | 1 | 1 |
| THROP T-18 | 2 | 41 | 1 | 0 | 3 | 3 |
| THUNDER P40C | 1 | 41 | 1 | 0 | 1 | 1 |
| THUNDERBOLT-CONV | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| THUNDERBUG | 1 | 41 | 1 | 0 | 2 | 2 |
| TIERA II | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA | 2 | 41 | 1 | 0 | 11 | 11 |
| TIERRA AG II | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA I | 1 | 41 | 1 | 0 | 3 | 3 |
| TIERRA II | 2 | 41 | 1 | 0 | 109 | 109 |
| TIERRA II 1983 | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA II 1984 | 2 | 41 | 1 | 0 | 2 | 2 |
| TIERRA II 84 | 2 | 41 | 1 | 0 | 1 | 1 |
| TIERRA TWO | 2 | 41 | 1 | 0 | 2 | 2 |
| TIERRA 2 | 2 | 41 | 1 | 0 | 3 | 3 |
| TIGER BIRD F-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TIGER CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| TIGER CUB 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| TIN TERMITE | 1 | 41 | 1 | 0 | 1 | 1 |
| TINKERTOT | 1 | 41 | 1 | 0 | 1 | 1 |
| TINNIE-TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| TINY ACE SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| TITCH | 1 | 41 | 1 | 0 | 1 | 1 |
| TJ-2 | 4 | 41 | 1 | 0 | 1 | 1 |
| TKD BATHTUB | 1 | 41 | 1 | 0 | 1 | 1 |
| TL-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TLAR-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TOADY T-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| TOM COX TC7 | 2 | 41 | 1 | 0 | 1 | 1 |
| TOOT | 1 | 41 | 1 | 0 | 1 | 1 |
| TOPCAT | 2 | 41 | 1 | 0 | 1 | 1 |
| TOPPER | 2 | 41 | 1 | 0 | 1 | 1 |
| TORNADO-SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| TORO 77-1 | 2 | 41 | 1 | 0 | 2 | 2 |
| TOWNSEND RV-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| TR MIDGET | 1 | 41 | 1 | 0 | 1 | 1 |
| TRAIL AIR | 2 | 41 | 1 | 0 | 1 | 1 |
| TRAIL-AIR | 1 | 41 | 1 | 0 | 1 | 1 |
| TRC-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| TREASURE HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| TREASURE HAWK SP.1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TRI Q-200 | 2 | 41 | 1 | 0 | 2 | 2 |
| TRI QUICKIE 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI Q200 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI SPIRIT | 2 | 41 | 1 | 0 | 1 | 1 |
| TRI-Q200 XT | 2 | 41 | 1 | 0 | 1 | 1 |
| TRIDENT T-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TROJAN TA-16 | 4 | 41 | 1 | 0 | 1 | 1 |
| TROJAN-CASSUTT SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| TRU-FLITE TF-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TRUHILL | 1 | 41 | 1 | 0 | 1 | 1 |
| TRY FLY | 1 | 41 | 1 | 0 | 1 | 1 |
| TS-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| TSC-1A | 2 | 41 | 1 | 0 | 7 | 7 |
| TST | 2 | 41 | 1 | 0 | 1 | 1 |
| TSUNAMI | 1 | 41 | 1 | 0 | 1 | 1 |
| TU-HOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| TUBRO GREAT LAKES | 2 | 41 | 1 | 0 | 1 | 1 |
| TUHOLER | 2 | 41 | 1 | 0 | 1 | 1 |
| TUNDRA | 2 | 41 | 1 | 0 | 1 | 1 |
| TURBO KR2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TURBULENT | 2 | 41 | 1 | 0 | 2 | 2 |
| TURBULENT D-31 | 1 | 41 | 1 | 0 | 1 | 1 |
| TURKEY RED | 2 | 41 | 1 | 0 | 1 | 1 |
| TURKEY TWO | 2 | 41 | 1 | 0 | 2 | 2 |
| TURN TURBO MOD. H | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNER SUPER T-40A | 2 | 41 | 1 | 0 | 2 | 2 |
| TURNER T 40A | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| TURNER T-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNER T-40 | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNER T-40A | 2 | 41 | 1 | 0 | 4 | 4 |
| TURNER T-77 | 2 | 41 | 1 | 0 | 1 | 1 |
| TURNER T04A | 2 | 41 | 1 | 0 | 1 | 1 |
| TURNER T40-A | 1 | 41 | 1 | 0 | 2 | 2 |
| TURNER T40A | 2 | 41 | 1 | 0 | 4 | 4 |
| TURNER-MARTIN | 1 | 41 | 1 | 0 | 1 | 1 |
| TURNERCRAFT BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| TUTTLE-GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| TWB | 1 | 41 | 1 | 0 | 1 | 1 |
| TWIN SOLO | 2 | 51 | 2 | 0 | 1 | 1 |
| TWIN STAR | 2 | 41 | 1 | 0 | 2 | 2 |
| TWIN STAR MSK-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWINSTAR | 2 | 41 | 1 | 0 | 7 | 7 |
| TWINSTAR MARK II | 2 | 41 | 1 | 0 | 3 | 3 |
| TWINSTAR MSK-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| TWO | 2 | 41 | 1 | 0 | 2 | 2 |
| TWO KITFOX | 2 | 41 | 1 | 0 | 1 | 1 |
| TX-1000 | 1 | 41 | 1 | 0 | 1 | 1 |
| TXF-1 THUNDERHAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| TYPE 522 | 2 | 41 | 1 | 0 | 2 | 2 |
| T1 | 1 | 41 | 1 | 0 | 1 | 1 |
| T10 | 2 | 41 | 1 | 0 | 2 | 2 |
| T18J | 2 | 41 | 1 | 0 | 1 | 1 |
| T25532 | 1 | 41 | 1 | 0 | 1 | 1 |
| U 2 | 1 | 41 | 1 | 0 | 1 | 1 |
| U.F.O. 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| U.S.F.S. 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| U-2 | 1 | 41 | 1 | 0 | 4 | 4 |
| UAC-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| UFO-9 | 2 | 41 | 1 | 0 | 1 | 1 |
| ULA1-M | 1 | 41 | 1 | 0 | 1 | 1 |
| ULB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULS-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ULTIMATE WINGS PITTS | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTIMATE 10-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRA I | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRA-LIGHT | 1 | 41 | 1 | 0 | 3 | 3 |
| ULTRALIGHT | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRALIGHT 100 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRALITE WIZARD-J3 | 1 | 41 | 1 | 0 | 1 | 1 |
| ULTRASTAR | 2 | 41 | 1 | 0 | 1 | 1 |
| UP36 | 1 | 41 | 1 | 0 | 1 | 1 |
| USA | 4 | 51 | 2 | 0 | 1 | 1 |
| U2 | 1 | 41 | 1 | 0 | 1 | 1 |
| V & R BABY ACE | 1 | 41 | 1 | 0 | 1 | 1 |
| V P SPECIAL | 4 | 41 | 1 | 0 | 2 | 2 |
| V 1 | 2 | 41 | 1 | 0 | 3 | 3 |
| V-J-22 | 1 | 41 | 1 | 0 | 2 | 2 |
| V-STAR | 1 | 41 | 1 | 0 | 3 | 3 |
| V-STAR SA-900 | 1 | 41 | 1 | 0 | 1 | 1 |
| V-STAR SA900 | 1 | 41 | 1 | 0 | 1 | 1 |
| V-W SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| V-WITT FORMULA VEE | 1 | 41 | 1 | 0 | 1 | 1 |
| V-WITT W2 | 2 | 41 | 1 | 0 | 1 | 1 |
| V-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| V-100 | 1 | 41 | 1 | 0 | 2 | 2 |
| V-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| VAN RV-6 | 1 | 41 | 1 | 0 | 8 | 8 |
| VAN WINSON S-1C | 1 | 41 | 1 | 0 | 4 | 4 |
| VAN'S RV-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| VAN'S RV-4 | 1 | 41 | 1 | 0 | | |
| VANGRUNSVEN RV-3 | | | | | | |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| VANS RV 3 | 1 | 41 | 1 | 0 | 2 | 2 |
| VANS RV 4 | 2 | 41 | 1 | 0 | 11 | 11 |
| VANS RV 6 | 2 | 41 | 1 | 0 | 1 | 1 |
| VANS RV-3 | 1 | 41 | 1 | 0 | 5 | 5 |
| VANS RV-3A | 1 | 41 | 1 | 0 | 4 | 4 |
| VANS RV-3B | 1 | 41 | 1 | 0 | 1 | 1 |
| VANS RV-4 | 2 | 41 | 1 | 0 | 13 | 13 |
| VARI EZ | 2 | 41 | 1 | 0 | 2 | 2 |
| VARI EZE | 2 | 41 | 1 | 0 | 22 | 22 |
| VARI VIGGEN | 2 | 41 | 1 | 0 | 2 | 2 |
| VARI-EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| VARI-EZE | 2 | 41 | 1 | 0 | 117 | 117 |
| VARI-VIGGEN | 2 | 41 | 1 | 0 | 1 | 1 |
| VARI=EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIANT | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIEZ | 1 | 41 | 1 | 0 | 1 | 1 |
| VARIEZE | 2 | 41 | 1 | 0 | 346 | 346 |
| VARIEZE MODEL 100 | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIEZE RAF | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIVIGGEN | 2 | 41 | 1 | 0 | 14 | 14 |
| VARIVIGGEN JM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| VARIVIGGEN 50-160 | 2 | 41 | 1 | 0 | 2 | 2 |
| VARIVIGGEN-L | 2 | 41 | 1 | 0 | 1 | 1 |
| VASAK-BT | 2 | 41 | 1 | 0 | 1 | 1 |
| VB-4 | 2 | 41 | 1 | 0 | 1 | 1 |
| VCA-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| VELIE BIPLANE | 2 | 41 | 1 | 0 | 1 | 1 |
| VELOCITY | 4 | 41 | 1 | 0 | 11 | 11 |
| VELOCITY RG | 4 | 41 | 1 | 0 | 1 | 1 |
| VERI EAZY | 2 | 41 | 1 | 0 | 1 | 1 |
| VERI EZE | 2 | 41 | 1 | 0 | 3 | 3 |
| VERI LONG EZE | 2 | 41 | 1 | 0 | 1 | 1 |
| VERI-EZE | 2 | 41 | 1 | 0 | 4 | 4 |
| VERI-EZY | 2 | 41 | 1 | 0 | 1 | 1 |
| VERIEZE | 2 | 41 | 1 | 0 | 8 | 8 |
| VERIVIGGEN | 2 | 41 | 1 | 0 | 1 | 1 |
| VERY EZY | 2 | 41 | 1 | 0 | 1 | 1 |
| VEVA | 1 | 41 | 1 | 0 | 1 | 1 |
| VICTOR | 2 | 41 | 1 | 0 | 1 | 1 |
| VIGGENITE | 2 | 41 | 1 | 0 | 1 | 1 |
| VIKING | 1 | 41 | 1 | 0 | 1 | 1 |
| VIKING DRAGONFLY | 2 | 41 | 1 | 0 | 3 | 3 |
| VIKING SV-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VIPER | 1 | 41 | 1 | 0 | 1 | 1 |
| VJ-129 | 1 | 41 | 1 | 0 | 1 | 1 |
| VJ-22 | 2 | 41 | 1 | 0 | 5 | 5 |
| VJ-22 AMPHIBIAN | 2 | 41 | 1 | 0 | 2 | 2 |
| VJ-22 SPORTSMAN | 2 | 41 | 1 | 0 | 7 | 7 |
| VJ-24 | 1 | 41 | 1 | 0 | 1 | 1 |
| VJ21 | 2 | 41 | 1 | 0 | 1 | 1 |
| VJ22 | 2 | 41 | 1 | 0 | 14 | 14 |
| VJ22 AMPHIBIAN | 2 | 41 | 1 | 0 | 2 | 2 |
| VJ22 SPORTSMAN | 2 | 41 | 1 | 0 | 3 | 3 |
| VJ22-CL | 2 | 41 | 1 | 0 | 1 | 1 |
| VM-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| VMK-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| VOISIN | 1 | 41 | 1 | 0 | 1 | 1 |
| VOL SPORTSMAN VJ-22 | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLANTE | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE | 1 | 41 | 1 | 0 | 11 | 11 |
| VOLKSPLANE DP-VP-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE I | 1 | 41 | 1 | 0 | 3 | 3 |
| VOLKSPLANE II | 2 | 41 | 1 | 0 | 5 | 5 |
| VOLKSPLANE MOD 1 | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| VOLKSPLANE SF-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE V.P-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE VE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE VP-II | 2 | 41 | 1 | 0 | 4 | 4 |
| VOLKSPLANE VP-1 | 1 | 41 | 1 | 0 | 45 | 45 |
| VOLKSPLANE VP-2 | 2 | 41 | 1 | 0 | 11 | 11 |
| VOLKSPLANE VP2 | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE VW | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE WE-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| VOLKSPLANE 1 | 1 | 41 | 1 | 0 | 3 | 3 |
| VOLKSPLANE 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE-I | 1 | 41 | 1 | 0 | 2 | 2 |
| VOLKSPLANE-II | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLKSPLANE-1 | 1 | 41 | 1 | 0 | 2 | 2 |
| VOLKSPLANE-2 | 2 | 41 | 1 | 0 | 2 | 2 |
| VOLKSPOWER KR-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSWAGEN | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLKSWUNDER | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLMER | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER AMPHIBIAN | 2 | 41 | 1 | 0 | 3 | 3 |
| VOLMER AMPHIBIAN "B" | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER B1 | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER JENSEN VJ-24 | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLMER SPORTSMAN | 2 | 41 | 1 | 0 | 7 | 7 |
| VOLMER SPR SPORTSMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| VOLMER VJ-22 | 2 | 41 | 1 | 0 | 6 | 6 |
| VOLMER VJ-24W | 1 | 41 | 1 | 0 | 1 | 1 |
| VOLMER VJ22 | 2 | 41 | 1 | 0 | 3 | 3 |
| VORTA I | 1 | 41 | 1 | 0 | 1 | 1 |
| VOSS SKYBOLT-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| VOYAGER 76 | 2 | 51 | 2 | 0 | 1 | 1 |
| VP 1 | 1 | 41 | 1 | 0 | 2 | 2 |
| VP 2 | 2 | 41 | 1 | 0 | 3 | 3 |
| VP-II | 2 | 41 | 1 | 0 | 4 | 4 |
| VP-1 | 1 | 41 | 1 | 0 | 25 | 25 |
| VP-1 MODEL WE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-1 OWL | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-1 VOLKSPLANE | 1 | 41 | 1 | 0 | 2 | 2 |
| VP-1-WE-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-1A | 1 | 41 | 1 | 0 | 1 | 1 |
| VP-2 | 1 | 41 | 1 | 0 | 20 | 20 |
| VPA | 1 | 41 | 1 | 0 | 1 | 1 |
| VPI | 1 | 41 | 1 | 0 | 1 | 1 |
| VPS | 2 | 41 | 1 | 0 | 1 | 1 |
| VULTURE | 2 | 41 | 1 | 0 | 1 | 1 |
| VX | 2 | 41 | 1 | 0 | 1 | 1 |
| V2-D | 1 | 41 | 1 | 0 | 1 | 1 |
| W | 1 | 41 | 1 | 0 | 2 | 2 |
| W - 1 | 2 | 41 | 1 | 0 | 1 | 1 |
| W A R A6M5 ZERO | 1 | 41 | 1 | 0 | 1 | 1 |
| W A R CORSAIR F4U | 1 | 41 | 1 | 0 | 1 | 1 |
| W 8 TAILWOIND | 2 | 41 | 1 | 0 | 1 | 1 |
| W.A.R. FW 190 | 1 | 41 | 1 | 0 | 1 | 1 |
| W.A.R. P-47 | 1 | 41 | 1 | 0 | 2 | 2 |
| W.A.R. REPLICA P-47 | 1 | 41 | 1 | 0 | 1 | 1 |
| W-G-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| W-H BABY ACE D | 1 | 41 | 1 | 0 | 1 | 1 |
| W-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| W-10 TAILWIND | 2 | 41 | 1 | 0 | 1 | 1 |
| W-2 | 1 | 41 | 1 | 0 | 2 | 2 |
| W-4 | 1 | 41 | 1 | 0 | 1 | 1 |
| W-6 | 2 | 41 | 1 | 0 | 1 | 1 |
| W-7 | 2 | 41 | 1 | 0 | 1 | 1 |
| W-7 DIPPER | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL- NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| W-8 | 1 | 41 | 1 | 0 | 35 | 35 |
| W-8 TAILWIND | 1 | 41 | 1 | 0 | 3 | 3 |
| W-8-B TAILWIND | 2 | 41 | 1 | 0 | 1 | 1 |
| W-8-E | 1 | 41 | 1 | 0 | 1 | 1 |
| WACO II | 1 | 41 | 1 | 0 | 1 | 1 |
| WACO UR | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG A BON TRAVELER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG A BOND TRAVELER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO CUBY | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SPORT TRNR | 2 | 41 | 1 | 0 | 5 | 5 |
| WAG AERO SPORTSMAN | 4 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO SUPER SPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO WAG-A-BOND | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG AERO 2+2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG CHUBBY CUBY | 2 | 41 | 1 | 0 | 2 | 2 |
| WAG-A-BOND | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-A-BOND TRAVELER | 2 | 41 | 1 | 0 | 4 | 4 |
| WAG-AERO CUBY | 2 | 41 | 1 | 0 | 3 | 3 |
| WAG-AERO CUBY J-3 | 2 | 41 | 1 | 0 | 3 | 3 |
| WAG-AERO SPORT TR | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SPORT TRNR | 2 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SPT TRAINER | 2 | 41 | 1 | 0 | 4 | 4 |
| WAG-AERO SUPER CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| WAG-AERO SUPER SPORT | 1 | 41 | 1 | 0 | 1 | 1 |
| WAGA-BOND | 2 | 41 | 1 | 0 | 2 | 2 |
| WAGABOND | 1 | 41 | 1 | 0 | 1 | 1 |
| WAGABOND TRAVELER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGAER SPORTSMAN 2+2 | 4 | 41 | 1 | 0 | 2 | 2 |
| WAGAERO SPORT TRNR | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SPORTTRAINER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SPTSMAN 2+2 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAGAERO SUP CUBY 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| WALT'S WING S-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WALTER HOSTER #1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WANDERER | 2 | 41 | 1 | 0 | 1 | 1 |
| WAR FOCKE-WULF-190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR FW-190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR F4U CORSAIR | 1 | 41 | 1 | 0 | 2 | 2 |
| WAR P-47D | 1 | 41 | 1 | 0 | 2 | 2 |
| WAR REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR REPLICA FW-190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR REPLICA FW190 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAR THUNDERBOLT | 1 | 41 | 1 | 0 | 1 | 1 |
| WARD SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| WARRENCRAFT L2-S | 1 | 41 | 1 | 0 | 1 | 1 |
| WARRIOR | 2 | 41 | 1 | 0 | 1 | 1 |
| WARWICK BANTAM W-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| WAS-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WATER BIRD 100 | 4 | 41 | 1 | 0 | 1 | 1 |
| WATERBURY SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| WATERSPORT | 2 | 41 | 1 | 0 | 1 | 1 |
| WATSON SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| WATSON WINDWAGON | 1 | 41 | 1 | 0 | 2 | 2 |
| WAYNCRAFT 14 | 4 | 41 | 1 | 0 | 1 | 1 |
| WB-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WC-8 | 1 | 41 | 1 | 0 | 1 | 1 |
| WCB-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WD | 2 | 41 | 1 | 0 | 1 | 1 |
| WD-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WD-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| WE 1 VOLKSPLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| WE-1 | 1 | 41 | 1 | 0 | 4 | 4 |
| WEBB-COBRA | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| WEDELL-WILLIAMS 44 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER | 1 | 41 | 1 | 0 | 7 | 7 |
| WEEDHOPPER "B" | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER B-JC24 | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER JC-24-A | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER JC-24B | 1 | 41 | 1 | 0 | 2 | 2 |
| WEEDHOPPER JC24 | 1 | 41 | 1 | 0 | 4 | 4 |
| WEEDHOPPER JC24-B | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER JE-24B | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER NOVA II | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER NOVA 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER NOVA 2000 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEDHOPPER WM1 2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WEEKS SOLUTION S1-WS | 1 | 41 | 1 | 0 | 1 | 1 |
| WEEKS SPECIAL S1W | 1 | 41 | 1 | 0 | 1 | 1 |
| WEIL TAPERWING | 1 | 41 | 1 | 0 | 1 | 1 |
| WELLS CAVALIER SA-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| WELLS SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| WENDT TRAVELER | 2 | 41 | 1 | 0 | 3 | 3 |
| WENDT W-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WENOSO | 2 | 41 | 1 | 0 | 1 | 1 |
| WESLEY | 2 | 41 | 1 | 0 | 1 | 1 |
| WESTERN AIR RACING | 1 | 41 | 1 | 0 | 1 | 1 |
| WESTFALL BI-PLANE | 1 | 41 | 1 | 0 | 1 | 1 |
| WESTWIND WHIRLWIND | 1 | 41 | 1 | 0 | 1 | 1 |
| WESTWYND | 1 | 41 | 1 | 0 | 1 | 1 |
| WHATLEY HONEYBEAR | 2 | 41 | 1 | 0 | 1 | 1 |
| WHATLEY SPECIAL | 1 | 41 | 1 | 0 | 1 | 1 |
| WHEELER GLASAIR | 2 | 41 | 1 | 0 | 1 | 1 |
| WHEELOCK SKYBOLT | 2 | 41 | 1 | 0 | 1 | 1 |
| WHIGHAM GW-6 | 1 | 41 | 1 | 0 | 1 | 1 |
| WHING DING II | 1 | 41 | 1 | 0 | 3 | 3 |
| WHISTLER SF-2A | 2 | 41 | 1 | 0 | 1 | 1 |
| WHITAKER CENTERWING | 1 | 41 | 1 | 0 | 1 | 1 |
| WHITE LIGHT WLAC 1 | 4 | 41 | 1 | 0 | 1 | 1 |
| WHITE LIGHTNING | 4 | 41 | 1 | 0 | 4 | 4 |
| WHITEMAN-PDQ-2-VW | 1 | 41 | 1 | 0 | 1 | 1 |
| WHITMAN W-8 | 1 | 41 | 1 | 0 | 1 | 1 |
| WHITT V | 1 | 41 | 1 | 0 | 1 | 1 |
| WHITTMAN TAILWIND | 2 | 41 | 1 | 0 | 1 | 1 |
| WHITTMAN W-8 | 1 | 41 | 1 | 0 | 2 | 2 |
| WI | 2 | 41 | 1 | 0 | 1 | 1 |
| WICHAWK | 2 | 41 | 1 | 0 | 13 | 13 |
| WIDEBODY LONG EZ | 2 | 41 | 1 | 0 | 1 | 1 |
| WILKIE MK. 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WILL CHRIS FLY BABY | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLBIRD NO. 3 | 2 | 41 | 1 | 0 | 1 | 1 |
| WILLBIRD 02 | 2 | 41 | 1 | 0 | 1 | 1 |
| WILLIAMS MODEL 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLIAMS PDQ-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLIAMS W-17 | 1 | 41 | 1 | 0 | 1 | 1 |
| WILLIE II | 2 | 41 | 1 | 0 | 2 | 2 |
| WILLIE TWO | 1 | 41 | 1 | 0 | 1 | 1 |
| WILSON TWIN | 2 | 51 | 2 | 0 | 1 | 1 |
| WILSON XC2000T | 2 | 41 | 1 | 0 | 1 | 1 |
| WIND WAGON | 1 | 41 | 1 | 0 | 2 | 2 |
| WINDRIDER SUPER SPT | 2 | 41 | 1 | 0 | 1 | 1 |
| WINDROSE | 1 | 41 | 1 | 0 | 1 | 1 |
| WINDWAGON | 1 | 41 | 1 | 0 | 11 | 11 |
| WINDY TWO | 2 | 41 | 1 | 0 | 1 | 1 |
| WING THING 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WINSTEAD SPECIAL | 2 | 41 | 1 | 0 | 1 | 1 |
| WITT'S V | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTER BOBCAT | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| WITTMAN | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN FORM. VEE | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN FORMULA "V" | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN MIDWING | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND | 2 | 41 | 1 | 0 | 7 | 7 |
| WITTMAN TAILWIND "A" | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND W-8 | 2 | 41 | 1 | 0 | 20 | 20 |
| WITTMAN TAILWIND W10 | 1 | 41 | 1 | 0 | 2 | 2 |
| WITTMAN TAILWIND W8 | 1 | 41 | 1 | 0 | 3 | 3 |
| WITTMAN TAILWIND W8A | 1 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND W8M | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN TAILWIND-W-8 | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN W-10 | 2 | 41 | 1 | 0 | 1 | 1 |
| WITTMAN W-8 | 2 | 41 | 1 | 0 | 5 | 5 |
| WITTMAN W-8 TAILWIND | 2 | 41 | 1 | 0 | 2 | 2 |
| WITTMAN W-8-ES1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WITWER 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD J3BK 400 | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD J3BR377 | 1 | 41 | 1 | 0 | 2 | 2 |
| WIZARD SKYTRACTOR | 1 | 41 | 1 | 0 | 2 | 2 |
| WIZARD ST-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T-38 | 2 | 41 | 1 | 0 | 5 | 5 |
| WIZARD T-38-BR503 | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T-38BR503 | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38 | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38-B | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38-BR503 | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38B | 2 | 41 | 1 | 0 | 1 | 1 |
| WIZARD T38BR503 | 2 | 41 | 1 | 0 | 5 | 5 |
| WIZARD V3B | 1 | 41 | 1 | 0 | 1 | 1 |
| WIZARD V3BR377 | 1 | 41 | 1 | 0 | 1 | 1 |
| WJB-1 AMPHIBIAN | 2 | 41 | 1 | 0 | 1 | 1 |
| WL-8 | 1 | 41 | 1 | 0 | 1 | 1 |
| WLAC-1 | 4 | 41 | 1 | 0 | 2 | 2 |
| WL4 | 2 | 41 | 1 | 0 | 1 | 1 |
| WM-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| WOHLERS FALCO F.8L | 2 | 41 | 1 | 0 | 1 | 1 |
| WOLF W-II BOREDOM | 1 | 41 | 1 | 0 | 1 | 1 |
| WOLF W-11 | 1 | 41 | 1 | 0 | 1 | 1 |
| WOLF-SAMSON | 2 | 41 | 1 | 0 | 1 | 1 |
| WOLFENPUP | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODEN BABY A | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODIES PUSHER WAS-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODS PUSHER | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODSTOCK | 1 | 41 | 1 | 0 | 2 | 2 |
| WOODY PUSHER | 2 | 41 | 1 | 0 | 14 | 14 |
| WOODY PUSHER WAS-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| WOODY PUSHER WAS2-DG | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY PUSHER 284 | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY-PUSHER | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY'S PUSHER WAS-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WOODY'S PUSHER 1972 | 1 | 41 | 1 | 0 | 1 | 1 |
| WPI | 2 | 41 | 1 | 0 | 1 | 1 |
| WR-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| WR-3 | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT B FLYER | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT EX | 2 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT FLYER | 1 | 41 | 1 | 0 | 1 | 1 |
| WRIGHT MODEL-B 1911 | 2 | 41 | 1 | 0 | 1 | 1 |
| WS-15-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| WSA-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| WSP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| WS2 | 2 | 41 | 1 | 0 | 1 | 1 |
| WT-11 CHINOOK | 1 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| WT-16-3 SCAMP | 1 | 41 | 1 | 0 | 1 | 1 |
| WT-2S CHINOOK | 2 | 41 | 1 | 0 | 1 | 1 |
| WT-53 | 1 | 41 | 1 | 0 | 1 | 1 |
| WV | 1 | 41 | 1 | 0 | 1 | 1 |
| WW-1 | 1 | 41 | 1 | 0 | 3 | 3 |
| WXB | 2 | 41 | 1 | 0 | 1 | 1 |
| WXM | 1 | 41 | 1 | 0 | 1 | 1 |
| WYP-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| W1 | 2 | 41 | 1 | 0 | 1 | 1 |
| W2K | 1 | 41 | 1 | 0 | 1 | 1 |
| W8-L | 1 | 41 | 1 | 0 | 1 | 1 |
| W8C | 1 | 41 | 1 | 0 | 1 | 1 |
| W8L | 1 | 41 | 1 | 0 | 3 | 3 |
| W9 TAILWIND | 2 | 41 | 1 | 0 | 1 | 1 |
| W9L | 2 | 41 | 1 | 0 | 2 | 2 |
| X-P DRIFTER | 1 | 41 | 1 | 0 | 1 | 1 |
| X-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| X-5 | 1 | 41 | 1 | 0 | 1 | 1 |
| XA-650 | 2 | 41 | 1 | 0 | 1 | 1 |
| XC-2000T | 2 | 41 | 1 | 0 | 1 | 1 |
| XC2000T | 2 | 41 | 1 | 0 | 4 | 4 |
| XC280 | 2 | 41 | 1 | 0 | 1 | 1 |
| XF4 | 2 | 41 | 1 | 0 | 1 | 1 |
| XM-4 | 2 | 51 | 8 | 0 | 1 | 1 |
| XP 503 | 2 | 41 | 1 | 0 | 5 | 5 |
| XP-S1 | 1 | 41 | 1 | 0 | 1 | 1 |
| XP-23 HAWK | 2 | 41 | 1 | 0 | 1 | 1 |
| XP-503 | 2 | 41 | 1 | 0 | 3 | 3 |
| XPA-11 | 2 | 41 | 1 | 0 | 2 | 2 |
| XPS 1 | 1 | 41 | 1 | 0 | 1 | 1 |
| XP503 | 2 | 41 | 1 | 0 | 4 | 4 |
| XP503 DRIFTER | 2 | 41 | 1 | 0 | 1 | 1 |
| XP503 MAXAIR DRIFTER | 1 | 41 | 1 | 0 | 1 | 1 |
| XST-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| XTC | 1 | 41 | 1 | 0 | 13 | 13 |
| XTC AMPHIBIAN | 1 | 41 | 1 | 0 | 2 | 2 |
| XTC-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| XW21 GOLDEN ORIOLE | 1 | 41 | 1 | 0 | 1 | 1 |
| X2T-1T | 2 | 41 | 1 | 0 | 1 | 1 |
| X4 | 2 | 41 | 1 | 0 | 1 | 1 |
| YA-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| YAK 11 | 1 | 41 | 1 | 0 | 1 | 1 |
| YAK-11 | 2 | 41 | 1 | 0 | 1 | 1 |
| YAK-3 | 1 | 41 | 1 | 0 | 1 | 1 |
| YAKOLEV YAK 11 | 2 | 41 | 1 | 0 | 1 | 1 |
| YANKEE SPIRIT | 2 | 41 | 1 | 0 | 1 | 1 |
| YELLOW BIRD | 1 | 41 | 1 | 0 | 1 | 1 |
| YF-80A | 1 | 41 | 1 | 0 | 1 | 1 |
| YOUNG CHAMPION-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| Z | 4 | 41 | 1 | 0 | 2 | 2 |
| Z-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| Z-200 | 1 | 41 | 1 | 0 | 1 | 1 |
| Z-326 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZAHORIK MX-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZBS BREEZY | 3 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH 250 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH-100 | 1 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH-250 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CH200 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CRI CRI | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR CRICKET | 1 | 51 | 2 | 0 | 1 | 1 |
| ZENAIR CRICKET MC-12 | 1 | 51 | 2 | 0 | 3 | 3 |
| ZENAIR MC12 | 1 | 51 | 2 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| ZENAIR STOL CH701 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR TRI-Z CH-300 | 3 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR ZODIAK CH600 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR 701 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENAIR-ZODIAC | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENITH CH 200 | 2 | 41 | 1 | 0 | 2 | 2 |
| ZENITH CH-200 | 2 | 41 | 1 | 0 | 5 | 5 |
| ZENITH CH-250 | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENITH CH-250M | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH-300 | 3 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH150 | 1 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH200 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH CH250 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZENITH TRI Z | 3 | 41 | 1 | 0 | 2 | 2 |
| ZENITH TRI-Z | 4 | 41 | 1 | 0 | 1 | 1 |
| ZENITH 200 | 2 | 41 | 1 | 0 | 3 | 3 |
| ZENITH 250 | 2 | 41 | 1 | 0 | 4 | 4 |
| ZIMLEA ZL-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| ZIPPY SPORT | 1 | 41 | 1 | 0 | 6 | 6 |
| ZKC-S | 5 | 41 | 1 | 0 | 1 | 1 |
| ZLIN 526 AFS | 1 | 41 | 1 | 0 | 2 | 2 |
| 0 | 1 | 41 | 1 | 0 | 1 | 1 |
| 001 | 2 | 41 | 1 | 0 | 2 | 2 |
| 001TD | 2 | 41 | 1 | 0 | 1 | 1 |
| 01 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1 | 2 | 41 | 1 | 0 | 44 | 44 |
| 1-A | 2 | 41 | 1 | 0 | 12 | 12 |
| 1-B | 2 | 41 | 1 | 0 | 1 | 1 |
| 1-C | 1 | 41 | 1 | 0 | 1 | 1 |
| 1-PCLM | 1 | 41 | 1 | 0 | 1 | 1 |
| 1-SMC | 1 | 41 | 1 | 0 | 1 | 1 |
| 1-STOL | 1 | 41 | 1 | 0 | 1 | 1 |
| 1-65 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1/2 F4U-1 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1/2 SCALE CORSAIR | 1 | 41 | 1 | 0 | 2 | 2 |
| 1/2 SCALE P-47 | 1 | 41 | 1 | 0 | 3 | 3 |
| 1/2 SCALE P47 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1/2 SCALE WAR P47 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1A | 1 | 41 | 1 | 0 | 39 | 39 |
| 1A-BIS | 2 | 41 | 1 | 0 | 1 | 1 |
| 1A375G | 1 | 41 | 1 | 0 | 1 | 1 |
| 1B | 1 | 41 | 1 | 0 | 1 | 1 |
| 1C | 1 | 41 | 1 | 0 | 2 | 2 |
| 1C MODIFIED | 1 | 41 | 1 | 0 | 1 | 1 |
| 1M | 2 | 41 | 1 | 0 | 1 | 1 |
| 1ST STRIKES SUPERCAT | 1 | 41 | 1 | 0 | 1 | 1 |
| 1V | 1 | 41 | 1 | 0 | 2 | 2 |
| 10 | 2 | 41 | 1 | 0 | 3 | 3 |
| 10-200 | 1 | 41 | 1 | 0 | 2 | 2 |
| 100 | 1 | 41 | 1 | 0 | 2 | 2 |
| 100C | 2 | 41 | 1 | 0 | 1 | 1 |
| 100D2 | 2 | 41 | 1 | 0 | 1 | 1 |
| 100L | 2 | 41 | 1 | 0 | 1 | 1 |
| 1002 | 4 | 41 | 1 | 0 | 2 | 2 |
| 101 | 2 | 41 | 1 | 0 | 2 | 2 |
| 102 5 CAVALIER | 2 | 41 | 1 | 0 | 1 | 1 |
| 103 | 1 | 41 | 1 | 0 | 1 | 1 |
| 104 | 1 | 41 | 1 | 0 | 1 | 1 |
| 106 | 2 | 41 | 1 | 0 | 1 | 1 |
| 11-08-54 | 1 | 41 | 1 | 0 | 1 | 1 |
| 11MT | 1 | 41 | 1 | 0 | 1 | 1 |
| 111M | 1 | 41 | 1 | 0 | 1 | 1 |
| 111M2 | 2 | 41 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| 123 AD STEEN | 2 | 41 | 1 | 0 | 1 | 1 |
| 125 | 1 | 41 | 1 | 0 | 2 | 2 |
| 13 SE5A | 1 | 41 | 1 | 0 | 1 | 1 |
| 131 | 1 | 41 | 1 | 0 | 14 | 14 |
| 131A | 1 | 41 | 1 | 0 | 1 | 1 |
| 133 | 2 | 41 | 1 | 0 | 4 | 4 |
| 133 JUNGMEISTER | 1 | 41 | 1 | 0 | 3 | 3 |
| 133C | 1 | 41 | 1 | 0 | 1 | 1 |
| 140 | 2 | 41 | 1 | 0 | 1 | 1 |
| 144 | 2 | 41 | 1 | 0 | 1 | 1 |
| 15-9 | 2 | 41 | 1 | 0 | 1 | 1 |
| 150 | 2 | 41 | 1 | 0 | 1 | 1 |
| 17A | 2 | 41 | 1 | 0 | 1 | 1 |
| 17C | 1 | 41 | 1 | 0 | 1 | 1 |
| 171 | 2 | 41 | 1 | 0 | 1 | 1 |
| 179 | 2 | 41 | 1 | 0 | 1 | 1 |
| 180-KII | 2 | 41 | 1 | 0 | 1 | 1 |
| 19-25 SKYROCKET II | 6 | 41 | 1 | 0 | 1 | 1 |
| 190-A3 | 1 | 41 | 1 | 0 | 1 | 1 |
| 190A | 1 | 41 | 1 | 0 | 1 | 1 |
| 1910 | 3 | 41 | 1 | 0 | 1 | 1 |
| 1910 CURTISS PUSHER | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 BELLANCA | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 CURTISS MODEL D | 1 | 41 | 1 | 0 | 1 | 1 |
| 1911 WRIGHT EX | 1 | 41 | 1 | 0 | 1 | 1 |
| 1912 | 2 | 41 | 1 | 0 | 2 | 2 |
| 1912 A-1 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1912 BELLANCA REP. | 1 | 41 | 1 | 0 | 1 | 1 |
| 1916 SE-5A REPLICA | 1 | 41 | 1 | 0 | 1 | 1 |
| 1917 NUEPORT 24 REP. | 1 | 41 | 1 | 0 | 1 | 1 |
| 1918-1A | 2 | 41 | 1 | 0 | 1 | 1 |
| 1928 MONOCOUPE 70 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1933 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1937 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1961 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1966 | 1 | 41 | 1 | 0 | 1 | 1 |
| 1967 | 2 | 41 | 1 | 0 | 1 | 1 |
| 1968 | 2 | 41 | 1 | 0 | 2 | 2 |
| 1976 ICARUS V | 1 | 41 | 1 | 0 | 1 | 1 |
| 1980 KR-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| 2 | 2 | 41 | 1 | 0 | 9 | 9 |
| 2+2 SPORTSMAN | 1 | 41 | 1 | 0 | 1 | 1 |
| 2-PDLB | 2 | 41 | 1 | 0 | 1 | 1 |
| 2-150 | 2 | 41 | 1 | 0 | 1 | 1 |
| 2-250 | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 P 51D | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 P-51B/C MUSTANG | 2 | 41 | 1 | 0 | 1 | 1 |
| 2/3 REP. CURTIS P-40 | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 SCALE CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 SOPWITH CAMEL | 1 | 41 | 1 | 0 | 1 | 1 |
| 2/3 TRAVEL AIR 4000 | 3 | 41 | 1 | 0 | 1 | 1 |
| 2A | 1 | 41 | 1 | 0 | 1 | 1 |
| 2T-1A-E | 2 | 41 | 1 | 0 | 3 | 3 |
| 2T-1A-2 | 2 | 41 | 1 | 0 | 1 | 1 |
| 2T-1B | 1 | 41 | 1 | 0 | 1 | 1 |
| 2T-1L | 2 | 41 | 1 | 0 | 1 | 1 |
| 2T-1R | 2 | 41 | 1 | 0 | 1 | 1 |
| 20 | 2 | 41 | 1 | 0 | 3 | 3 |
| 200 | 2 | 41 | 1 | 0 | 1 | 1 |
| 22 | 2 | 41 | 1 | 0 | 1 | 1 |
| 222 | 1 | 41 | 1 | 0 | 2 | 2 |
| 225 | 2 | 41 | 1 | 0 | 1 | 1 |
| 235 LANCAIR | 2 | 41 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/PISTON

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| 240-17 | 42 | 51 | 2 | 0 | 1 | 1 |
| 245 | 2 | 41 | 1 | 0 | 1 | 1 |
| 254351768353282-A | 3 | 41 | 1 | 0 | 1 | 1 |
| 277 | 2 | 41 | 1 | 0 | 1 | 1 |
| 280 | 1 | 41 | 1 | 0 | 1 | 1 |
| 280SS | 1 | 41 | 1 | 0 | 1 | 1 |
| 3 | 2 | 51 | 2 | 0 | 6 | 6 |
| 3/4 P51 MUSTANG | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE J3 CUB | 1 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE P-40 | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE P-51 | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SCALE P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| 3/4 SOPWITH PUP | 1 | 41 | 1 | 0 | 1 | 1 |
| 3A | 1 | 41 | 1 | 0 | 1 | 1 |
| 3A HOMEBUILT | 2 | 41 | 1 | 0 | 2 | 2 |
| 3D-2 | 1 | 41 | 1 | 0 | 1 | 1 |
| 3M | 2 | 41 | 1 | 0 | 1 | 1 |
| 3RG | 2 | 41 | 1 | 0 | 1 | 1 |
| 300 | 1 | 41 | 1 | 0 | 2 | 2 |
| 301 WH | 2 | 41 | 1 | 0 | 2 | 2 |
| 4 | 1 | 41 | 1 | 0 | 1 | 1 |
| 4/5 SCALE SE5A | 1 | 41 | 1 | 0 | 1 | 1 |
| 4M | 2 | 41 | 1 | 0 | 1 | 1 |
| 400 | 1 | 41 | 1 | 0 | 2 | 2 |
| 410 | 1 | 41 | 1 | 0 | 1 | 1 |
| 415-CD | 2 | 41 | 1 | 0 | 1 | 1 |
| 4500-300-II | 2 | 51 | 2 | 0 | 1 | 1 |
| 460 | 2 | 41 | 1 | 0 | 1 | 1 |
| 5 F6F - 5 | 2 | 41 | 1 | 0 | 1 | 1 |
| 5/8 HAWKER HURRICANE | 1 | 41 | 1 | 0 | 1 | 1 |
| 5C3 | 3 | 41 | 1 | 0 | 1 | 1 |
| 500 | 2 | 41 | 1 | 0 | 1 | 1 |
| 5151 | 1 | 41 | 1 | 0 | 3 | 3 |
| 526F | 2 | 41 | 1 | 0 | 1 | 1 |
| 532 ROTAX BOMBARDIER | 2 | 41 | 1 | 0 | 1 | 1 |
| 6 | 2 | 41 | 1 | 0 | 1 | 1 |
| 625-HH | 1 | 41 | 1 | 0 | 1 | 1 |
| 66 | 1 | 41 | 1 | 0 | 2 | 2 |
| 7 | 1 | 41 | 1 | 0 | 2 | 2 |
| 7/10 SCALE P-51D | 2 | 41 | 1 | 0 | 1 | 1 |
| 70 | 2 | 41 | 1 | 0 | 1 | 1 |
| 72 | 4 | 41 | 1 | 0 | 1 | 1 |
| 75 GEMINI | 2 | 41 | 1 | 0 | 1 | 1 |
| 75 P51D | 2 | 41 | 1 | 0 | 1 | 1 |
| 77 | 1 | 41 | 1 | 0 | 1 | 1 |
| 77 FGR II | 2 | 41 | 1 | 0 | 1 | 1 |
| 8-W MODIFIED | 1 | 41 | 1 | 0 | 2 | 2 |
| 8E | 1 | 41 | 1 | 0 | 1 | 1 |
| 81-2-LR | 2 | 41 | 1 | 0 | 1 | 1 |
| 83B | 1 | 41 | 1 | 0 | 1 | 1 |
| 83BT | 2 | 41 | 1 | 0 | 1 | 1 |
| 85B | 1 | 41 | 1 | 0 | 1 | 1 |
| 9-260L | 1 | 41 | 1 | 0 | 1 | 1 |
| 9NF | 1 | 41 | 1 | 0 | 1 | 1 |
| 90 | 2 | 41 | 1 | 0 | 1 | 1 |
| **F/W S-ENG REC. ENG** | | **41** | | **0** | **14,882** | **14,882** |
| **F/W MULTI REC. ENG** | | **51** | | **0** | **100** | **100** |
| **TOTAL** | | | | **0** | **14,982** | **14,982** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/TURBINE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| A-4A | 1 | 44 | 1 | 0 | 1 | 1 |
| AEROJET SPECIAL | 1 | 44 | 1 | 0 | 2 | 2 |
| AR 404 | 29 | 52 | 4 | 0 | 5 | 5 |
| A32A LANSEN | 2 | 44 | 1 | 0 | 1 | 1 |
| BD-5J | 1 | 44 | 1 | 0 | 5 | 5 |
| CL-13B SABRE MK6 | 1 | 44 | 1 | 0 | 1 | 1 |
| CM 170R MAGISTER | 2 | 53 | 2 | 0 | 19 | 19 |
| CONVAIR 640 | 1 | 52 | 2 | 0 | 1 | 1 |
| DHC-8-101 | 39 | 52 | 2 | 0 | 9 | 9 |
| F406/CARAVAN II | 11 | 52 | 2 | 0 | 4 | 4 |
| G-IV | 22 | 54 | 2 | 0 | 65 | 65 |
| GNAT T 1 | 2 | 44 | 1 | 0 | 4 | 4 |
| HA-200 SAETA | 2 | 54 | 2 | 0 | 23 | 23 |
| JW-1 | 1 | 44 | 1 | 0 | 1 | 1 |
| LF 2100 | 9 | 52 | 2 | 0 | 2 | 2 |
| MARVEL | 2 | 42 | 1 | 0 | 1 | 1 |
| MJ 90 | 1 | 44 | 1 | 0 | 1 | 1 |
| PA-48 | 1 | 42 | 1 | 0 | 2 | 2 |
| S-14 | 2 | 43 | 1 | 0 | 1 | 1 |
| SOLAR CHALLENGER | 1 | 49 | 1 | 0 | 1 | 1 |
| S2R-T65 | 2 | 42 | 1 | 0 | 4 | 4 |
| T33A | 2 | 44 | 1 | 0 | 1 | 1 |
| XP-99 | 6 | 42 | 1 | 0 | 1 | 1 |
| 400 | 3 | 55 | 2 | 0 | 1 | 1 |
| 44 | 8 | 52 | 2 | 0 | 1 | 1 |
| 695B | 11 | 52 | 2 | 0 | 2 | 2 |
| 737-300 | 149 | 54 | 2 | 0 | 1 | 1 |
| 850 | 4 | 42 | 1 | 0 | 1 | 1 |
| **F/W S-ENG TURBOPROP** | | **42** | | **0** | **9** | **9** |
| **F/W S-ENG TURBOSHAFT** | | **43** | | **0** | **1** | **1** |
| **F/W S-ENG TURBOJET** | | **44** | | **0** | **17** | **17** |
| **F/W S-ENG TURB UNKN** | | **49** | | **0** | **1** | **1** |
| **F/W MULTI TURBOPROP** | | **52** | | **0** | **24** | **24** |
| **F/W MULTI TURBOJET** | | **54** | | **0** | **89** | **89** |
| **TOTAL** | | | | **0** | **141** | **141** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| # 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| A | 2 | 61 | 1 | 0 | 2 | 2 |
| AG-1A GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| AH 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| AIR COMM 532 ELITE | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND | 1 | 61 | 1 | 0 | 4 | 4 |
| AIR COMMAND ELITE | 1 | 61 | 1 | 0 | 2 | 2 |
| AIR COMMAND GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND I | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND 503 | 1 | 61 | 1 | 0 | 4 | 4 |
| AIR COMMAND 532 | 1 | 61 | 1 | 0 | 21 | 21 |
| AIR COMMAND 532 EL | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMAND 532ELITE | 1 | 61 | 1 | 0 | 2 | 2 |
| AIR COMMANDER | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR COMMANDER 503 | 1 | 61 | 1 | 0 | 2 | 2 |
| AIR COMMANDER 532 | 1 | 61 | 1 | 0 | 1 | 1 |
| AIR JET | 4 | 61 | 1 | 0 | 1 | 1 |
| AIRCOMMAND 532 ELITE | 2 | 61 | 1 | 0 | 4 | 4 |
| ALDERFER GYROPLANE | 2 | 61 | 1 | 0 | 2 | 2 |
| ALLEN B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| ALLENCRAFT TWO | 2 | 61 | 1 | 0 | 1 | 1 |
| AUTOGYRO | 2 | 61 | 1 | 0 | 3 | 3 |
| AVENGER | 1 | 61 | 1 | 0 | 1 | 1 |
| AVENGER GYRO PLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| AVENGER GYROPLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| A184 | 2 | 61 | 1 | 0 | 1 | 1 |
| B | 2 | 61 | 1 | 0 | 1 | 1 |
| B 8M | 1 | 61 | 1 | 0 | 6 | 6 |
| B 80 | 1 | 61 | 1 | 0 | 1 | 1 |
| B-B-1950-66 | 1 | 61 | 1 | 0 | 1 | 1 |
| B-1-P GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7 | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7-M | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7M | 1 | 61 | 1 | 0 | 1 | 1 |
| B-7MC | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8 | 1 | 61 | 1 | 0 | 14 | 14 |
| B-8 GYROCOPTER | 1 | 61 | 1 | 0 | 3 | 3 |
| B-8 VW | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8-M | 1 | 61 | 1 | 0 | 6 | 6 |
| B-8-M-J | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8F | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8GD | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8H | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8M | 1 | 61 | 1 | 0 | 278 | 278 |
| B-8M GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8M GYROCOPTER | 1 | 61 | 1 | 0 | 5 | 5 |
| B-8M MODIFIED | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8M-S | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MAJ | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8ME | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MEJ | 1 | 61 | 1 | 0 | 3 | 3 |
| B-8MG | 1 | 61 | 1 | 0 | 4 | 4 |
| B-8MJ | 1 | 61 | 1 | 0 | 2 | 2 |
| B-8MJ 4318A | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8MV | 1 | 61 | 1 | 0 | 2 | 2 |
| B-8MW | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8TC | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8V | 1 | 61 | 1 | 0 | 1 | 1 |
| B-8W | 1 | 61 | 1 | 0 | 1 | 1 |
| B-80 | 1 | 61 | 1 | 0 | 17 | 17 |
| B-80A | 1 | 61 | 1 | 0 | 2 | 2 |
| B-80M | 1 | 61 | 1 | 0 | 1 | 1 |
| B-80V | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNET | 2 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BARNETT | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J-3 | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J-3M | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J-4-B GYROPL | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J3M | 1 | 61 | 1 | 0 | 1 | 1 |
| BARNETT J4B | 1 | 61 | 1 | 0 | 6 | 6 |
| BARNETT J4B2 | 2 | 61 | 1 | 0 | 1 | 1 |
| BARRETT BG5 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN | 1 | 61 | 1 | 0 | 5 | 5 |
| BENSEN AUTO-GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B 8M | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B 8M GYROCOPT | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B 8O | 1 | 61 | 1 | 0 | 4 | 4 |
| BENSEN B-7 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8 | 1 | 61 | 1 | 0 | 15 | 15 |
| BENSEN B-8-M | 1 | 61 | 1 | 0 | 2 | 2 |
| BENSEN B-8-VW | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8CBG-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8M | 1 | 61 | 1 | 0 | 144 | 144 |
| BENSEN B-8ME | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8MEJ | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8MG | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B-8VW | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B-8O | 1 | 61 | 1 | 0 | 16 | 16 |
| BENSEN B-8OA | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B-8OM | 1 | 61 | 1 | 0 | 2 | 2 |
| BENSEN BM 8 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN BM-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B7M | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B7MC | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B8 | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B8 GYROGLIDER | 2 | 60 | 0 | 1 | 1 | 2 |
| BENSEN B8-M | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSEN B8M | 1 | 61 | 1 | 0 | 64 | 64 |
| BENSEN B8M B2 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B8M GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B8MG | 1 | 61 | 1 | 0 | 5 | 5 |
| BENSEN B8MV | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN B8O | 1 | 61 | 1 | 0 | 8 | 8 |
| BENSEN GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN GYRO-COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN GYROCOPTER | 1 | 61 | 1 | 0 | 9 | 9 |
| BENSEN GYROCOPTER B- | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN GYROPLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| BENSEN ROTORCRAFT | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN TYPE | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN 8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN 8MKCU | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN 8MKDLX | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN-B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN-B8MJ | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSEN/KEFAUVER B8O | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON AUTO GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON B-8M | 1 | 61 | 1 | 0 | 5 | 5 |
| BENSON B-8O | 1 | 61 | 1 | 0 | 3 | 3 |
| BENSON BM8O | 2 | 61 | 1 | 0 | 1 | 1 |
| BENSON B8 | 1 | 61 | 1 | 0 | 1 | 1 |
| BENSON B8M | 1 | 61 | 1 | 0 | 5 | 5 |
| BENSON GYROCOPTER | 2 | 61 | 1 | 0 | 1 | 1 |
| BENSON GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| BENTLEY GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| BESEN B8MV | 1 | 61 | 1 | 0 | 1 | 1 |
| BETTIS 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| BG5 | 1 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| BG5 GYRACAR | 1 | 61 | 1 | 0 | 1 | 1 |
| BG5 GYRACAR BARRETT | 1 | 61 | 1 | 0 | 1 | 1 |
| BMA7872848 | 1 | 61 | 1 | 0 | 1 | 1 |
| BO 105D | 3 | 63 | 2 | 0 | 1 | 1 |
| BP GYRO | 2 | 61 | 1 | 0 | 1 | 1 |
| BR.GYRO | 2 | 61 | 1 | 0 | 1 | 1 |
| BROCK KB2 | 1 | 61 | 1 | 0 | 1 | 1 |
| BUMBLEBEE | 1 | 61 | 1 | 0 | 1 | 1 |
| BURTON SKY PONEY BG2 | 2 | 61 | 1 | 0 | 1 | 1 |
| BVW-3 | 1 | 61 | 1 | 0 | 1 | 1 |
| B7-B8 GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| B7-M | 1 | 61 | 1 | 0 | 1 | 1 |
| B8 | 1 | 61 | 1 | 0 | 1 | 1 |
| B8 GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| B8 MOD GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| B8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| B8-M-V-4 | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M | 1 | 61 | 1 | 0 | 26 | 26 |
| B8M GIROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| B8M LIPE | 1 | 61 | 1 | 0 | 1 | 1 |
| B8ME | 1 | 61 | 1 | 0 | 2 | 2 |
| B8MG | 1 | 61 | 1 | 0 | 1 | 1 |
| B8MJ | 1 | 61 | 1 | 0 | 1 | 1 |
| B8MV | 1 | 61 | 1 | 0 | 3 | 3 |
| B8W HYDROGLIDER | 1 | 60 | 0 | 1 | 0 | 1 |
| C | 1 | 61 | 1 | 0 | 2 | 2 |
| CACEK-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| CAMPBELL B-7 | 1 | 61 | 1 | 0 | 1 | 1 |
| CHARLET 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| CHI | 1 | 61 | 2 | 0 | 1 | 1 |
| CHOPPER II | 2 | 61 | 1 | 0 | 1 | 1 |
| CO-CAIN GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER COMMANDO | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER ELITE | 1 | 61 | 1 | 0 | 3 | 3 |
| COMMANDER 447 | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER 503 | 1 | 61 | 1 | 0 | 3 | 3 |
| COMMANDER 532 ELITE | 2 | 61 | 1 | 0 | 1 | 1 |
| COMMANDER532 ELITE 2 | 2 | 61 | 1 | 0 | 2 | 2 |
| COMMUTER IIA | 2 | 61 | 10 | 0 | 3 | 3 |
| COMMUTER IIA/B | 2 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER IIB | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER JR | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER JR. | 1 | 61 | 1 | 0 | 1 | 1 |
| COMMUTER 2A | 2 | 61 | 1 | 0 | 1 | 1 |
| CORDON GP-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| COYOTE D1 | 1 | 61 | 1 | 0 | 1 | 1 |
| CP-16 | 1 | 61 | 1 | 0 | 1 | 1 |
| DAKI 530Z/IKENGA | 1 | 61 | 1 | 0 | 1 | 1 |
| DD MODEL B | 2 | 61 | 1 | 0 | 1 | 1 |
| DD MODEL C | 2 | 61 | 1 | 0 | 1 | 1 |
| DHG B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| DLC1 | 1 | 61 | 1 | 0 | 1 | 1 |
| DOUBLE DUBER | 2 | 61 | 1 | 0 | 1 | 1 |
| DR EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| DRAY | 1 | 61 | 1 | 0 | 1 | 1 |
| DUANES EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| E L TOM CAT MK-5A | 1 | 61 | 1 | 0 | 1 | 1 |
| EAA-3 | 2 | 61 | 1 | 0 | 1 | 1 |
| EMIGH-KRUEGER | 2 | 61 | 1 | 0 | 1 | 1 |
| EXEC | 2 | 61 | 1 | 0 | 14 | 14 |
| EXEC RW-152 | 1 | 61 | 1 | 0 | 1 | 1 |
| EXEC 145 | 2 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| EXEC 152 | 2 | 61 | 1 | 0 | 1 | 1 |
| EXECUTIVE | 2 | 61 | 1 | 0 | 5 | 5 |
| EXPERIMENTAL AUTOGYR | 1 | 61 | 1 | 0 | 1 | 1 |
| FG-1A GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| FH-1100 | 4 | 61 | 1 | 0 | 1 | 1 |
| FIELD | 1 | 61 | 1 | 0 | 1 | 1 |
| FLASH GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| FLYING DUTCHMEN 11FD | 1 | 61 | 1 | 0 | 1 | 1 |
| FULARA (532 ELITE) | 1 | 61 | 1 | 0 | 1 | 1 |
| G-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| GANS/BENSEN/BROCK | 1 | 61 | 1 | 0 | 1 | 1 |
| GATOR COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| GCA-2C | 2 | 61 | 1 | 0 | 1 | 1 |
| GG B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| GGAE 2-3 | 3 | 61 | 2 | 0 | 1 | 1 |
| GH4 | 1 | 61 | 1 | 0 | 1 | 1 |
| GLANVILLE SKYMASTER | 2 | 61 | 1 | 0 | 1 | 1 |
| GP 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| GP1 | 1 | 61 | 1 | 0 | 1 | 1 |
| GREEN/KB2 | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRACAR BG5 | 1 | 61 | 1 | 0 | 9 | 9 |
| GYRO | 2 | 61 | 1 | 0 | 1 | 1 |
| GYRO PLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-COPTER | 1 | 61 | 1 | 0 | 3 | 3 |
| GYRO-COPTER B-8 | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-COPTER B8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRO-PLANE IO-A | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCAR BG5 | 2 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER | 1 | 61 | 1 | 0 | 12 | 12 |
| GYROCOPTER B-8-L | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER BC-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER II | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER TR-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROCOPTER-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| GYRODYNE 110B | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROPLANE | 1 | 61 | 1 | 0 | 10 | 10 |
| GYROPLANE (TELFORD) | 1 | 61 | 1 | 0 | 1 | 1 |
| GYROPLANE B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| H-C101 | 1 | 61 | 1 | 0 | 1 | 1 |
| H-3 | 1 | 61 | 1 | 0 | 1 | 1 |
| HA 2M GYROCOPTER | 2 | 61 | 1 | 0 | 1 | 1 |
| HA-2M | 2 | 61 | 1 | 0 | 2 | 2 |
| HA-2M SPORSTER | 2 | 61 | 1 | 0 | 1 | 1 |
| HA-2M SPORTSTER | 2 | 61 | 1 | 0 | 6 | 6 |
| HALLER COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HARPER 447AC | 1 | 61 | 1 | 0 | 1 | 1 |
| HB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| HELICOM COMMUTER | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOM COMMUTER H2 | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOM COMMUTER JR. | 1 | 61 | 1 | 0 | 1 | 1 |
| HELICOM H-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HELICOM II B | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOM-CONMUTER JR | 2 | 61 | 1 | 0 | 1 | 1 |
| HELICOPTER | 1 | 69 | 2 | 0 | 1 | 1 |
| HELOCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HI CO 503W | 1 | 61 | 1 | 0 | 1 | 1 |
| HIGH FLIER-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HILLMAN HORNET | 2 | 61 | 1 | 0 | 1 | 1 |
| HOBBY COPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HOBBYCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HODGE # 1 | 2 | 61 | 1 | 0 | 1 | 1 |
| HOLLMANN HA-2-M | 2 | 61 | 1 | 0 | 1 | 1 |
| HOLTZ B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| HOME-BUILT | 1 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| HOMEBUILT GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| HOMEBUILT HELIO | 1 | 61 | 1 | 0 | 1 | 1 |
| HOPLA JUDSON E | 2 | 61 | 1 | 0 | 1 | 1 |
| HUBBART GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| HUFF 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| HUFFAKER/BENSEN | 1 | 61 | 1 | 0 | 1 | 1 |
| HUMMINGBIRD | 2 | 61 | 2 | 0 | 1 | 1 |
| H1-B | 1 | 61 | 1 | 0 | 1 | 1 |
| H1754RW | 2 | 61 | 1 | 0 | 1 | 1 |
| J-BIRD | 1 | 61 | 1 | 0 | 1 | 1 |
| J-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| J-4 | 1 | 61 | 1 | 0 | 1 | 1 |
| JADRNYS EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| JAG-EXEC 85 | 2 | 61 | 1 | 0 | 1 | 1 |
| JC-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| JEV-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| JE2 | 2 | 61 | 1 | 0 | 1 | 1 |
| JH-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| JHC GYRO PLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| JK-B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JN B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JONESIE 4248 | 1 | 64 | 2 | 0 | 1 | 1 |
| JP B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JR-1-M | 1 | 61 | 1 | 0 | 1 | 1 |
| JRB 3 | 1 | 61 | 1 | 0 | 1 | 1 |
| JU B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| JWH-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| J2R | 2 | 61 | 1 | 0 | 1 | 1 |
| J3M | 1 | 61 | 1 | 0 | 1 | 1 |
| J4 | 1 | 61 | 1 | 0 | 1 | 1 |
| J4-B | 1 | 61 | 1 | 0 | 1 | 1 |
| J4B | 1 | 61 | 1 | 0 | 1 | 1 |
| J4B-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| K 2 | 1 | 61 | 1 | 0 | 1 | 1 |
| KB 2 | 1 | 61 | 1 | 0 | 1 | 1 |
| KB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| KB-2 | 1 | 61 | 1 | 0 | 23 | 23 |
| KB-2 GYROPLANE | 1 | 61 | 1 | 0 | 2 | 2 |
| KB-2G GYROPLANE | 1 | 61 | 1 | 0 | 2 | 2 |
| KB-2L | 2 | 61 | 1 | 0 | 1 | 1 |
| KB2 | 1 | 61 | 1 | 0 | 3 | 3 |
| KB2 GYROCOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| KB2 GYROPLANE | 1 | 61 | 1 | 0 | 2 | 2 |
| KB3 | 1 | 61 | 1 | 0 | 1 | 1 |
| KEB B-8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| KEB B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| KEN BROCK KB 3 | 2 | 61 | 1 | 0 | 1 | 1 |
| KENBRAK, KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| KENNETT RK-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| KERFOOT | 1 | 61 | 1 | 0 | 1 | 1 |
| KR-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| K3 | 2 | 61 | 1 | 0 | 1 | 1 |
| L-10 | 1 | 61 | 10 | 0 | 1 | 1 |
| LAND ROVER | 1 | 61 | 1 | 0 | 1 | 1 |
| LB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| LOCUST | 1 | 61 | 2 | 0 | 6 | 6 |
| LONG-EZE | 1 | 61 | 1 | 0 | 1 | 1 |
| LYON EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| M-B8 | 1 | 61 | 1 | 0 | 1 | 1 |
| M-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| MARK ONE | 1 | 61 | 1 | 0 | 1 | 1 |
| MAXEY RM1 | 2 | 61 | 1 | 0 | 1 | 1 |
| MB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| MC | 1 | 61 | 1 | 0 | 3 | 3 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MENZIE 2-P | 2 | 61 | 1 | 0 | 1 | 1 |
| MI-GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| MI-NE-COPTER R-100 | 1 | 61 | 1 | 0 | 1 | 1 |
| MIMS AIR COMMAND | 2 | 61 | 1 | 0 | 1 | 1 |
| MODEL A | 2 | 61 | 1 | 0 | 1 | 1 |
| MODEL 100 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODEL-II | 2 | 61 | 1 | 0 | 1 | 1 |
| MODEL-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| MODIFIED XYZ-001 | 1 | 61 | 1 | 0 | 1 | 1 |
| MOSQUITO I | 1 | 61 | 1 | 0 | 1 | 1 |
| MP-II | 2 | 61 | 1 | 0 | 1 | 1 |
| MS-2P GYROPLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| MURRAY T | 1 | 61 | 1 | 0 | 1 | 1 |
| N&B - BM | 1 | 61 | 1 | 0 | 1 | 1 |
| N/A | 1 | 61 | 1 | 0 | 1 | 1 |
| NON-EUCLIDEAN SPECIA | 1 | 61 | 1 | 0 | 1 | 1 |
| O-I-L | 1 | 61 | 1 | 0 | 1 | 1 |
| PARSON TWO | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS BP2 | 2 | 61 | 1 | 0 | 1 | 1 |
| PARSONS GYRO | 2 | 61 | 1 | 0 | 1 | 1 |
| PAT 01 | 2 | 61 | 1 | 0 | 1 | 1 |
| PHOENIX | 2 | 61 | 1 | 0 | 1 | 1 |
| PITTS S2E | 2 | 61 | 1 | 0 | 1 | 1 |
| PK-B-7MC | 1 | 61 | 1 | 0 | 1 | 1 |
| POE-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| PT-5 | 2 | 61 | 1 | 0 | 1 | 1 |
| R.W. EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| R/WAY SCORPION 133 | 1 | 61 | 1 | 0 | 1 | 1 |
| REMOTE SENSOR | 1 | 61 | 1 | 0 | 1 | 1 |
| RING ONE | 1 | 61 | 1 | 0 | 1 | 1 |
| RITCHIE B8M | 1 | 61 | 1 | 0 | 1 | 1 |
| RK 180 | 2 | 61 | 1 | 0 | 1 | 1 |
| RL-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| ROEMBKE B-8M | 1 | 61 | 1 | 0 | 2 | 2 |
| ROGERS ROTORWAY | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTA-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTOCRAFT | 2 | 61 | 1 | 0 | 4 | 4 |
| ROTOR SPORT | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTOR WAY EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTOR-WAY EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORBUGGY | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORCRAFT | 1 | 61 | 1 | 0 | 4 | 4 |
| ROTORCRAFT SCORPION | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORCRAFT-GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORCRAFT-RJ 2B | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORDYNE | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY EXC | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY EXEC | 2 | 61 | 1 | 0 | 135 | 135 |
| ROTORWAY EXEC 152 | 2 | 61 | 1 | 0 | 2 | 2 |
| ROTORWAY EXECUTIVE | 2 | 61 | 1 | 0 | 8 | 8 |
| ROTORWAY RW133 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY SCORPIAN | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY SCORPION | 1 | 61 | 1 | 0 | 4 | 4 |
| ROTORWAY SCORPION I | 1 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY SCORPION II | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY 152 EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY 1978 | 2 | 61 | 1 | 0 | 1 | 1 |
| ROTORWAY-EXEC | 2 | 61 | 1 | 0 | 4 | 4 |
| ROTOWAY EXEC | 2 | 61 | 1 | 0 | 3 | 3 |
| RRH 1 | 2 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| RRKB8M GYROPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| RSB | 1 | 61 | 1 | 0 | 1 | 1 |
| RSB 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| RW 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| RW 152 | 2 | 61 | 1 | 0 | 1 | 1 |
| RW-133 | 2 | 61 | 1 | 0 | 2 | 2 |
| S A C ROTOR ROCKET | 1 | 61 | 1 | 0 | 1 | 1 |
| S 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SB 110 | 1 | 61 | 1 | 0 | 1 | 1 |
| SB-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCOPION TOO | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPIAN II | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPIAN TOO | 1 | 61 | 1 | 0 | 2 | 2 |
| SCORPIAN 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPIN II | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION | 2 | 61 | 1 | 0 | 19 | 19 |
| SCORPION EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION EXEC. | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION HELICOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION I | 1 | 61 | 1 | 0 | 3 | 3 |
| SCORPION II | 2 | 61 | 1 | 0 | 14 | 14 |
| SCORPION II 76-140 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION K-R | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION MARK I | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION MOD. CM-73 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION ONE | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION R-133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION RGJ-133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION RW 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION RW-133 | 2 | 61 | 1 | 0 | 4 | 4 |
| SCORPION RW133 | 2 | 61 | 1 | 0 | 5 | 5 |
| SCORPION TOD BJ201 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO | 2 | 61 | 1 | 0 | 104 | 104 |
| SCORPION TOO JF44 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO MT-1976 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO RW133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO S-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO SP-2 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO 133 | 2 | 61 | 1 | 0 | 2 | 2 |
| SCORPION TOO 75 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-RW133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-S268433 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TOO-133 | 2 | 61 | 1 | 0 | 10 | 10 |
| SCORPION TOO/133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TWO | 2 | 61 | 1 | 0 | 11 | 11 |
| SCORPION TWO A | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION TWO 135683 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION 1 | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION 133 | 2 | 61 | 1 | 0 | 79 | 79 |
| SCORPION 133-52655 | 2 | 61 | 1 | 0 | 1 | 1 |
| SCORPION 145 | 2 | 61 | 1 | 0 | 4 | 4 |
| SCORPION-I | 1 | 61 | 1 | 0 | 1 | 1 |
| SCORPION-II | 2 | 61 | 1 | 0 | 4 | 4 |
| SCORPION-1 | 1 | 61 | 1 | 0 | 2 | 2 |
| SCORPION-133 | 2 | 61 | 1 | 0 | 3 | 3 |
| SCORPION-2 | 2 | 61 | 1 | 0 | 3 | 3 |
| SCORPRION 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| SEGO TOOL | 1 | 61 | 1 | 0 | 1 | 1 |
| SKID=DKTL-4S | 1 | 61 | 1 | 0 | 1 | 1 |
| SKY COMMUTER | 2 | 61 | 1 | 0 | 1 | 1 |
| SKY CYCLE | 1 | 64 | 1 | 0 | 1 | 1 |
| SKY HAWK | 4 | 61 | 1 | 0 | 1 | 1 |
| SORPION HELICOPTER | 1 | 61 | 1 | 0 | 1 | 1 |
| SP-8 | 1 | 61 | 1 | 0 | 2 | 2 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| STARCRAFT 1 | 2 | 61 | 8 | 0 | 1 | 1 |
| STYIAS | 1 | 61 | 1 | 0 | 1 | 1 |
| SUPER SCORPION | 2 | 61 | 1 | 0 | 1 | 1 |
| S1 | 1 | 61 | 1 | 0 | 1 | 1 |
| TAC-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| TAYLOR 532 ELITE | 1 | 61 | 1 | 0 | 1 | 1 |
| TH-55A | 2 | 61 | 1 | 0 | 55 | 55 |
| TMP-88M | 1 | 61 | 1 | 0 | 1 | 1 |
| TOM CAT MARK 5 | 1 | 61 | 1 | 0 | 1 | 1 |
| TRC-503 | 1 | 61 | 1 | 0 | 1 | 1 |
| TRC-532 | 1 | 61 | 1 | 0 | 1 | 1 |
| TURBO SCORPION 133 | 2 | 61 | 1 | 0 | 1 | 1 |
| TWO-UP | 2 | 61 | 1 | 0 | 1 | 1 |
| UH-1B | 6 | 63 | 1 | 0 | 6 | 6 |
| UH-12-B | 3 | 61 | 1 | 0 | 1 | 1 |
| UH-34G | 14 | 61 | 1 | 0 | 3 | 3 |
| VANCRAFT | 2 | 61 | 1 | 0 | 5 | 5 |
| VANCRAFT GYROPLANE | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT MOD 3 | 1 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT N-3 | 1 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT SPORT | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT V-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT V7246B | 2 | 61 | 1 | 0 | 1 | 1 |
| VANCRAFT 3 | 1 | 61 | 1 | 0 | 1 | 1 |
| VH-4 | 4 | 61 | 1 | 0 | 1 | 1 |
| VHB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| VICTOR B-8M | 1 | 61 | 1 | 0 | 1 | 1 |
| VOLKSPLANE | 1 | 61 | 1 | 0 | 1 | 1 |
| VOLKSPLANECNG-VKS-65 | 1 | 61 | 1 | 0 | 1 | 1 |
| V50 | 1 | 61 | 1 | 0 | 1 | 1 |
| WEATHERS HOWARD D | 1 | 61 | 1 | 0 | 1 | 1 |
| WERLYBIRD | 1 | 61 | 1 | 0 | 1 | 1 |
| WF04 SU101 TC46 | 1 | 61 | 1 | 0 | 1 | 1 |
| WGT-1A | 2 | 61 | 1 | 0 | 1 | 1 |
| WHITE BIRD | 2 | 61 | 1 | 0 | 1 | 1 |
| WILLI 2 | 1 | 61 | 1 | 0 | 1 | 1 |
| WIND DANCER MK-I | 1 | 61 | 1 | 0 | 1 | 1 |
| WINDRYDER | 1 | 61 | 1 | 0 | 2 | 2 |
| WINDRYER | 1 | 61 | 1 | 0 | 1 | 1 |
| WOODS EXEC | 2 | 61 | 1 | 0 | 1 | 1 |
| WT3 | 2 | 61 | 1 | 0 | 1 | 1 |
| X-1 GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| X-100 A | 2 | 61 | 1 | 0 | 1 | 1 |
| X-2 GYRO | 1 | 61 | 1 | 0 | 1 | 1 |
| XAN-7 | 2 | 61 | 1 | 0 | 1 | 1 |
| XRG-65 | 2 | 61 | 1 | 0 | 1 | 1 |
| Y-BIRD | 1 | 61 | 1 | 0 | 1 | 1 |
| YC-3A | 1 | 61 | 1 | 0 | 1 | 1 |
| YF-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| YROE-1 | 1 | 61 | 1 | 0 | 1 | 1 |
| ZMA-000 | 1 | 61 | 1 | 0 | 1 | 1 |
| 1 | 1 | 61 | 1 | 0 | 2 | 2 |
| 100 | 1 | 61 | 1 | 0 | 1 | 1 |
| 1966 | 1 | 61 | 1 | 0 | 1 | 1 |
| 1968-AD | 1 | 61 | 1 | 0 | 1 | 1 |
| 1986 EXECUTIVE | 2 | 61 | 1 | 0 | 1 | 1 |
| 2A 01 | 2 | 61 | 1 | 0 | 1 | 1 |
| 2U6 | 2 | 61 | 1 | 0 | 1 | 1 |
| 200E | 2 | 61 | 1 | 0 | 1 | 1 |
| 200J | 2 | 64 | 2 | 0 | 1 | 1 |
| 447 | 1 | 61 | 1 | 0 | 1 | 1 |
| 447 COMMANDER | 1 | 61 | 1 | 0 | 2 | 2 |
| 47-G | 3 | 61 | 1 | 0 | 1 | 1 |
| 47G | 3 | 61 | 1 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/ROTORCRAFT

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| 47G-2 | 3 | 61 | 1 | 0 | 1 | 1 |
| 500-E | 4 | 63 | 1 | 0 | 1 | 1 |
| 503 | 1 | 61 | 1 | 0 | 1 | 1 |
| 503 AIR COMMAND | 1 | 61 | 1 | 0 | 1 | 1 |
| 532 | 1 | 61 | 1 | 0 | 3 | 3 |
| 532 AIR COMMANDER | 1 | 61 | 1 | 0 | 1 | 1 |
| 532 COMMANDER | 1 | 61 | 1 | 0 | 3 | 3 |
| 532 COMMANDER ELITE | 1 | 61 | 1 | 0 | 9 | 9 |
| 532 ELITE | 2 | 61 | 1 | 0 | 5 | 5 |
| 532 ELITE AIR COMNDR | 1 | 61 | 1 | 0 | 1 | 1 |
| 532ELITE AIR COMMAND | 1 | 61 | 1 | 0 | 1 | 1 |
| 8 BM | 1 | 61 | 1 | 0 | 1 | 1 |
| 8 KDLX | 1 | 61 | 1 | 0 | 1 | 1 |
| 8-BM | 1 | 61 | 1 | 0 | 1 | 1 |
| 8-M | 1 | 61 | 1 | 0 | 1 | 1 |
| 8BM | 1 | 61 | 1 | 0 | 1 | 1 |
| 8OM/KB-2 | 1 | 61 | 1 | 0 | 1 | 1 |
| **ROTOR REC ENGINE** | | **61** | | **0** | **1,789** | **1,789** |
| **ROTOR TURBOSHAFT** | | **63** | | **0** | **8** | **8** |
| **ROTOR TURBOJET** | | **64** | | **0** | **3** | **3** |
| **ROTOR ENG UNKN** | | **69** | | **0** | **1** | **1** |
| **TOTAL** | | | | **0** | **1,801** | **1,801** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| A | 1 | 10 | 0 | 0 | 1 | 1 |
| ADENIAN | 1 | 10 | 0 | 0 | 1 | 1 |
| AERO-5 | 1 | 10 | 0 | 0 | 1 | 1 |
| AM EAGLE | 1 | 11 | 1 | 0 | 1 | 1 |
| AM EAGLET | 1 | 11 | 1 | 0 | 1 | 1 |
| AM-EAGLET | 1 | 11 | 1 | 0 | 1 | 1 |
| AMATEUR BUILT | 1 | 11 | 0 | 0 | 2 | 2 |
| AMATEUR BUILT GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| AMERICAN EAGLET | 1 | 11 | 1 | 0 | 12 | 12 |
| ANNEBULA | 1 | 10 | 0 | 0 | 1 | 1 |
| APPLEBAY ZUNI | 1 | 10 | 0 | 0 | 1 | 1 |
| AR 124 | 1 | 10 | 0 | 0 | 2 | 2 |
| B-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| BA-100 | 1 | 10 | 0 | 0 | 7 | 7 |
| BEKAS 1-A | 1 | 10 | 0 | 0 | 1 | 1 |
| BENSEN B-8 | 1 | 11 | 1 | 0 | 1 | 1 |
| BENSEN B-8M | 1 | 11 | 1 | 0 | 2 | 2 |
| BG 12 BD | 1 | 10 | 0 | 0 | 2 | 2 |
| BG 12B | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-12-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-12A | 1 | 10 | 0 | 0 | 15 | 15 |
| BG-12B | 1 | 10 | 0 | 0 | 17 | 17 |
| BG-12B-WG | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-12BD | 1 | 10 | 0 | 0 | 11 | 11 |
| BG-12L | 1 | 10 | 0 | 0 | 1 | 1 |
| BG-6 | 1 | 10 | 0 | 0 | 3 | 3 |
| BG-7 | 1 | 10 | 0 | 0 | 1 | 1 |
| BGN 112 | 1 | 10 | 0 | 0 | 1 | 1 |
| BG12-C | 1 | 10 | 0 | 0 | 1 | 1 |
| BG12B | 1 | 10 | 0 | 0 | 4 | 4 |
| BG12BD | 1 | 10 | 0 | 0 | 1 | 1 |
| BJ-1B | 1 | 10 | 0 | 0 | 3 | 3 |
| BJ-1D DUSTER | 1 | 10 | 0 | 0 | 11 | 11 |
| BJ1-B DUSTER | 1 | 10 | 0 | 0 | 1 | 1 |
| BJ1B | 1 | 10 | 0 | 0 | 1 | 1 |
| BJ1B DUSTER | 1 | 10 | 0 | 0 | 2 | 2 |
| BJ1B DUSTER/GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| BMW-1 | 1 | 11 | 1 | 0 | 1 | 1 |
| BOWLUS BA-100 | 1 | 10 | 0 | 0 | 2 | 2 |
| BRIAN HP-16T | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLEB BG-12 | 1 | 10 | 0 | 0 | 2 | 2 |
| BRIEGLEB BG-12-BD | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLEB BG-12A | 1 | 10 | 0 | 0 | 2 | 2 |
| BRIEGLEB BG-12BD | 1 | 10 | 0 | 0 | 2 | 2 |
| BRIEGLEB BG-6 | 1 | 11 | 0 | 0 | 1 | 1 |
| BRIEGLEB BG12-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLEB BG12B | 1 | 10 | 0 | 0 | 1 | 1 |
| BRIEGLEB BG12BD | 1 | 10 | 0 | 0 | 3 | 3 |
| BRYAN AIRCRAFT RS-15 | 1 | 10 | 0 | 0 | 2 | 2 |
| BRYAN HP-18 | 1 | 10 | 0 | 0 | 1 | 1 |
| BWI | 1 | 10 | 0 | 0 | 1 | 1 |
| B4-PC11 | 3 | 10 | 0 | 0 | 16 | 16 |
| C-70 | 1 | 10 | 0 | 0 | 2 | 2 |
| CADET II | 1 | 10 | 0 | 0 | 1 | 1 |
| CAROUSEL 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CBS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE II | 1 | 10 | 0 | 0 | 23 | 23 |
| CHEROKEE II HMH | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE II RM | 1 | 10 | 0 | 0 | 2 | 2 |
| CHEROKEE QUEEN | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE RM | 1 | 10 | 0 | 0 | 4 | 4 |
| CHEROKEE 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE 2 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| CHEROKEE-II | 1 | 10 | 0 | 0 | 3 | 3 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CONCEPT 70 | 1 | 10 | 0 | 0 | 12 | 12 |
| CONCEPT-70 | 1 | 10 | 0 | 0 | 2 | 2 |
| CSG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| CW-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| C100S | 1 | 10 | 0 | 0 | 1 | 1 |
| C2 | 1 | 11 | 1 | 0 | 1 | 1 |
| D-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| D-8 SAILPLANE | 1 | 11 | 0 | 0 | 1 | 1 |
| D-8A | 1 | 10 | 0 | 0 | 1 | 1 |
| DBS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| DELTA-SINE | 1 | 10 | 0 | 0 | 1 | 1 |
| DG 300 | 1 | 10 | 0 | 0 | 22 | 22 |
| DUST DEVIL | 1 | 10 | 0 | 0 | 1 | 1 |
| DUSTER | 1 | 10 | 0 | 0 | 5 | 5 |
| DUSTER BJ-1B | 1 | 10 | 0 | 0 | 13 | 13 |
| DUSTER BJB-11 | 1 | 10 | 0 | 0 | 1 | 1 |
| DUSTER BJ1B | 1 | 10 | 0 | 0 | 7 | 7 |
| EAGLET | 1 | 11 | 1 | 0 | 5 | 5 |
| EASY RISER | 1 | 10 | 0 | 0 | 1 | 1 |
| EASYRISER | 1 | 11 | 1 | 0 | 4 | 4 |
| EASYRISER 4000 | 1 | 11 | 1 | 0 | 1 | 1 |
| EJ-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| EPB-1-C | 1 | 10 | 0 | 0 | 1 | 1 |
| EPB-1C | 1 | 10 | 0 | 0 | 2 | 2 |
| ESKUE-2 | 1 | 10 | 1 | 0 | 1 | 1 |
| EXPLORER PG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| FB-100 | 2 | 10 | 0 | 0 | 1 | 1 |
| FJ-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| FLATLANDER DS-5P | 1 | 11 | 1 | 0 | 1 | 1 |
| FLYING PLANK EPB-1C | 1 | 10 | 0 | 0 | 1 | 1 |
| FM-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| FOOT LAUNCH AIRCYCLE | 1 | 11 | 1 | 0 | 1 | 1 |
| FREEDOM FALCON FF1 | 1 | 11 | 1 | 0 | 1 | 1 |
| FRIGATE II | 2 | 10 | 0 | 0 | 1 | 1 |
| FS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| G.R.3 | 1 | 10 | 0 | 0 | 1 | 1 |
| GA-II | 1 | 10 | 0 | 0 | 1 | 1 |
| GEHRLEIN GP-1 | 1 | 10 | 0 | 0 | 3 | 3 |
| GLASER-DIRKS DG-400 | 1 | 10 | 0 | 0 | 33 | 33 |
| GLASFLUEGEL | 1 | 10 | 0 | 0 | 1 | 1 |
| GLIDER | 1 | 11 | 1 | 0 | 4 | 4 |
| GP-1 | 1 | 10 | 0 | 0 | 2 | 2 |
| GRASSHOPPER D-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| GULL | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-4 | 1 | 10 | 0 | 0 | 1 | 1 |
| GW-7 | 1 | 10 | 0 | 0 | 1 | 1 |
| GW4A | 1 | 10 | 0 | 0 | 1 | 1 |
| GW5 | 1 | 10 | 0 | 0 | 1 | 1 |
| GYRO GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| GYRO-GLIDER B-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| G102 CLUB ASTIR IIIB | 1 | 10 | 0 | 0 | 24 | 24 |
| G109 | 2 | 11 | 1 | 0 | 31 | 31 |
| H. S. 127 | 1 | 10 | 0 | 0 | 1 | 1 |
| H.P.-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| H-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| HAWK 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| HAWK-MODEL 4 | 1 | 10 | 0 | 0 | 1 | 1 |
| HM-L3A | 1 | 10 | 0 | 0 | 1 | 1 |
| HM-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| HOBBY | 1 | 10 | 0 | 0 | 1 | 1 |
| HOME BUILT | 1 | 11 | 1 | 0 | 1 | 1 |
| HOMEBUILT HP-16 | 1 | 10 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| HOMEMADE GLIDERPLANE | 2 | 11 | 1 | 0 | 1 | 1 |
| HP 18 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-10 | 1 | 10 | 0 | 0 | 3 | 3 |
| HP-11 | 1 | 10 | 0 | 0 | 4 | 4 |
| HP-11-A | 1 | 10 | 0 | 0 | 4 | 4 |
| HP-11A | 1 | 10 | 0 | 0 | 11 | 11 |
| HP-11AW | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-12A | 1 | 10 | 0 | 0 | 2 | 2 |
| HP-13 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-13-H | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-13A | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14 | 1 | 10 | 0 | 0 | 23 | 23 |
| HP-14 CT-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14 SAILPLANE | 1 | 10 | 0 | 0 | 2 | 2 |
| HP-14 SALEPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14-T | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14B | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14T | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-14T AIRMATE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-1421 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-15/18 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-16 | 1 | 10 | 0 | 0 | 5 | 5 |
| HP-16 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-18 | 1 | 10 | 0 | 0 | 35 | 35 |
| HP-18 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-18-55 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-18M | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP-9 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP11-15 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP13 | 1 | 10 | 0 | 0 | 1 | 1 |
| HP14T | 1 | 10 | 0 | 0 | 1 | 1 |
| HP18 | 1 | 10 | 0 | 0 | 1 | 1 |
| HUMMER-B | 1 | 11 | 1 | 0 | 1 | 1 |
| ICARUS II | 1 | 11 | 1 | 0 | 1 | 1 |
| II | 1 | 10 | 0 | 0 | 15 | 15 |
| II/55 | 1 | 11 | 1 | 0 | 1 | 1 |
| J. W. BOCK-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| JANA LINN O-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| JANTAR STD 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| JANUS-CM | 2 | 10 | 0 | 0 | 1 | 1 |
| JB-1B DUSTER | 1 | 10 | 0 | 0 | 1 | 1 |
| JFC4 | 1 | 10 | 0 | 0 | 1 | 1 |
| JH-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| J4 | 1 | 10 | 0 | 0 | 1 | 1 |
| K. G NIMBUS II | 2 | 10 | 0 | 0 | 15 | 15 |
| K-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| KA8B | 1 | 10 | 0 | 0 | 1 | 1 |
| KOMET | 1 | 10 | 0 | 0 | 1 | 1 |
| L-106 | 1 | 10 | 0 | 0 | 1 | 1 |
| LAISTER LP-49 | 1 | 10 | 0 | 0 | 1 | 1 |
| LHP-18 | 1 | 10 | 0 | 0 | 1 | 1 |
| LM-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| LP-49 | 1 | 10 | 0 | 0 | 3 | 3 |
| LP-49MS | 1 | 10 | 0 | 0 | 1 | 1 |
| LPT-49 | 1 | 10 | 0 | 0 | 1 | 1 |
| LS-1B | 1 | 10 | 0 | 0 | 2 | 2 |
| LS-1C | 1 | 10 | 0 | 0 | 5 | 5 |
| LS-3-17 | 1 | 10 | 0 | 0 | 4 | 4 |
| LS-6 | 1 | 10 | 0 | 0 | 19 | 19 |
| LSG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| M-2-153 | 1 | 10 | 0 | 0 | 1 | 1 |
| MAN POWERED ORIGINAL | 1 | 10 | 0 | 0 | 1 | 1 |
| MAP-3 | 1 | 10 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MARSKE MONARCH | 1 | 10 | 0 | 0 | 1 | 1 |
| MEAD PRIMARY GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| MERLIN | 1 | 11 | 1 | 0 | 1 | 1 |
| MESCALERO GA-111 | 1 | 10 | 0 | 0 | 1 | 1 |
| MILLER TERN II | 1 | 10 | 0 | 0 | 1 | 1 |
| MILLERS TERN II | 1 | 10 | 0 | 0 | 1 | 1 |
| MINI BAT | 1 | 10 | 1 | 0 | 1 | 1 |
| MINIBAT | 1 | 10 | 0 | 0 | 9 | 9 |
| MITCHEL WING B-10 | 1 | 11 | 1 | 0 | 1 | 1 |
| MITCHELL B-10 | 1 | 11 | 1 | 0 | 1 | 1 |
| MITCHELL WING B-10 | 1 | 11 | 1 | 0 | 2 | 2 |
| MODEL P-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| MODIFIED HP-14 | 1 | 10 | 0 | 0 | 1 | 1 |
| MODIFIED KB-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| MONARCH | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI | 1 | 10 | 0 | 0 | 42 | 42 |
| MONERAI MODIFIED | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI P | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI S | 1 | 10 | 0 | 0 | 4 | 4 |
| MONERAI S-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI S/P | 1 | 11 | 1 | 0 | 1 | 1 |
| MONERAI 1-S | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI-"S" | 1 | 10 | 0 | 0 | 1 | 1 |
| MONERAI-P | 1 | 10 | 0 | 0 | 2 | 2 |
| MONERAI-S | 1 | 10 | 0 | 0 | 37 | 37 |
| MONETT-MONERAI | 1 | 10 | 0 | 0 | 1 | 1 |
| MONI | 1 | 11 | 1 | 0 | 3 | 3 |
| MONI MOTORGLIDER | 1 | 10 | 0 | 0 | 2 | 2 |
| MONI TRI GEAR | 1 | 11 | 1 | 0 | 1 | 1 |
| MONNETT MONI | 1 | 11 | 1 | 0 | 3 | 3 |
| MONNETT-MONERAI | 1 | 10 | 0 | 0 | 1 | 1 |
| MONNETT-MONERAI-S | 1 | 10 | 0 | 0 | 1 | 1 |
| MS-100 | 1 | 10 | 0 | 0 | 1 | 1 |
| MU-13-E | 1 | 10 | 0 | 0 | 1 | 1 |
| NG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| O-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| OLYMPIA | 1 | 10 | 0 | 0 | 1 | 1 |
| OZ-5 SAILPLANE | 1 | 10 | 0 | 0 | 1 | 1 |
| PACIFIC D-8 | 1 | 1[illegible] | 0 | 0 | 1 | 1 |
| PEGASUS | 1 | 11 | 1 | 0 | 1 | 1 |
| PF-1 GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| PG-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| PIK-30 | 1 | 11 | 0 | 0 | 2 | 2 |
| PIONEER II | 1 | 10 | 0 | 0 | 3 | 3 |
| PIONEER II D | 1 | 11 | 1 | 0 | 1 | 1 |
| PIONEER 15 | 1 | 10 | 0 | 0 | 1 | 1 |
| PL-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| PM-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| PRIMARY | 2 | 10 | 0 | 0 | 2 | 2 |
| PRIMARY GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| PRUE STANDARD | 1 | 10 | 0 | 0 | 1 | 1 |
| PRUE SUPER STANDARD | 1 | 10 | 0 | 0 | 2 | 2 |
| PRUE TWO | 1 | 10 | 0 | 0 | 1 | 1 |
| PRUE 215-A | 1 | 10 | 0 | 0 | 1 | 1 |
| PS-1 | 1 | 11 | 1 | 0 | 1 | 1 |
| R-6 | 1 | 10 | 0 | 0 | 1 | 1 |
| RAVEN 229 | 2 | 10 | 0 | 0 | 2 | 2 |
| RH-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| RHJ-6 | 1 | 10 | 0 | 0 | 1 | 1 |
| RHJ8 | 1 | 10 | 0 | 0 | 1 | 1 |
| RIDGET MIDGET | 1 | 10 | 0 | 0 | 1 | 1 |
| RJS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| RK-2 PTERODACTYL | 1 | 11 | 1 | 0 | 1 | 1 |
| ROBERTSON | 1 | 10 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| RP | 1 | 10 | 0 | 0 | 1 | 1 |
| RP-2 | 1 | 10 | 0 | 0 | 1 | 1 |
| RP9 | 1 | 10 | 0 | 0 | 1 | 1 |
| RS 15 | 1 | 10 | 0 | 0 | 1 | 1 |
| RS 15 GLIDER | 1 | 10 | 0 | 0 | 1 | 1 |
| RS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| RS-15 | 1 | 10 | 0 | 0 | 13 | 13 |
| S-2A | 1 | 11 | 1 | 0 | 1 | 1 |
| SAILPLANE | 1 | 10 | 0 | 0 | 3 | 3 |
| SAILPLANE TERN 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCH-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-11-A | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-11A | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-12A | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-13 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-14 | 1 | 10 | 0 | 0 | 3 | 3 |
| SCHREDER HP-16 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER HP-18 | 1 | 10 | 0 | 0 | 9 | 9 |
| SCHREDER HP-20 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER RHJ-8 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER RS-15 | 1 | 10 | 0 | 0 | 4 | 4 |
| SCHREDER RS15 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCHREDER-HP18 | 1 | 10 | 0 | 0 | 1 | 1 |
| SCOOTER | 1 | 11 | 1 | 0 | 2 | 2 |
| SCS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SEASPRITE | 1 | 11 | 2 | 0 | 1 | 1 |
| SENSOR 510 | 1 | 10 | 0 | 0 | 1 | 1 |
| SF-34 | 2 | 10 | 0 | 0 | 2 | 2 |
| SGU 1-7 | 1 | 10 | 0 | 0 | 1 | 1 |
| SHP-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SIERRA | 1 | 10 | 0 | 0 | 1 | 1 |
| SILHOUETTE | 1 | 11 | 1 | 0 | 1 | 1 |
| SILHOUETTE I | 1 | 11 | 1 | 0 | 1 | 1 |
| SISU 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SISU 1A | 1 | 10 | 0 | 0 | 5 | 5 |
| SL-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SM-1 | 1 | 11 | 1 | 0 | 1 | 1 |
| SOLITAIRE | 1 | 11 | 1 | 0 | 4 | 4 |
| SPIVIT | 1 | 11 | 1 | 0 | 1 | 1 |
| SP1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SS-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| STANDARD CIRRUS G/81 | 1 | 10 | 0 | 0 | 3 | 3 |
| STROJNIK S2-A | 1 | 11 | 1 | 0 | 1 | 1 |
| STROJNIK-S2 | 1 | 11 | 1 | 0 | 1 | 1 |
| SU-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| SUPPER STANDARD "T" | 1 | 10 | 0 | 0 | 1 | 1 |
| T-3 | 1 | 10 | 0 | 0 | 1 | 1 |
| TERN | 1 | 10 | 0 | 0 | 7 | 7 |
| TERN IA | 1 | 10 | 0 | 0 | 1 | 1 |
| TERN II-1B | 1 | 10 | 0 | 0 | 1 | 1 |
| TERN SAILPLANE | 1 | 10 | 0 | 0 | 2 | 2 |
| UFM EASYRISER | 1 | 11 | 1 | 0 | 1 | 1 |
| UHP-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| UHP-1 MODIFIED | 1 | 10 | 0 | 0 | 1 | 1 |
| V-1 | 1 | 10 | 0 | 0 | 1 | 1 |
| WAG-AERO SPORT TRNR | 2 | 11 | 1 | 0 | 1 | 1 |
| WEEDHOPPER | 1 | 11 | 1 | 0 | 1 | 1 |
| WEIHE | 1 | 10 | 0 | 0 | 1 | 1 |
| WILSON PRIMARY GLIDE | 1 | 10 | 0 | 0 | 1 | 1 |
| WINDROSE | 1 | 11 | 1 | 0 | 2 | 2 |
| WOODSTOCK | 1 | 10 | 0 | 0 | 8 | 8 |
| WOODSTOCK GLIDER | 1 | 10 | 1 | 0 | 1 | 1 |
| WOODSTOCK 1 | 1 | 10 | 0 | 0 | 1 | 1 |
| WOODSTOCK-I | 1 | 10 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/GLIDER

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| ZUNI | 1 | 10 | 0 | 0 | 11 | 11 |
| 03A RENIGADE | 1 | 11 | 1 | 0 | 1 | 1 |
| 1 | 1 | 10 | 0 | 0 | 2 | 2 |
| 1CARUS II | 1 | 10 | 0 | 0 | 1 | 1 |
| 1WA | 1 | 11 | 1 | 0 | 1 | 1 |
| 101BC | 1 | 10 | 0 | 0 | 2 | 2 |
| 101C | 1 | 10 | 0 | 0 | 1 | 1 |
| 15 METER | 1 | 10 | 0 | 0 | 1 | 1 |
| 2 | 1 | 10 | 0 | 0 | 1 | 1 |
| 2ND | 1 | 10 | 0 | 0 | 1 | 1 |
| 215-A | 1 | 10 | 0 | 0 | 1 | 1 |
| 4 | 1 | 10 | 0 | 0 | 1 | 1 |
| 68 | 1 | 10 | 0 | 0 | 1 | 1 |
| **GLIDER NO ENGINE** | | **10** | | **0** | **801** | **801** |
| **GLIDER REC. ENGINE** | | **11** | | **0** | **118** | **118** |
| **TOTAL** | | | | **0** | **919** | **919** |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/BALLOON & DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| "B"-BALLOON | 2 | 29 | 1 | 0 | 1 | 1 |
| A | 2 | 20 | 0 | 0 | 1 | 1 |
| A B | 1 | 20 | 0 | 0 | 6 | 6 |
| A.C.E. SPORT BALLOON | 1 | 20 | 0 | 0 | 1 | 1 |
| A-1 | 1 | 31 | 1 | 0 | 1 | 1 |
| A-1000 | 2 | 20 | 0 | 0 | 1 | 1 |
| A-210 | 3 | 20 | 0 | 0 | 1 | 1 |
| AA4 | 1 | 20 | 0 | 0 | 1 | 1 |
| AEROCHAIR AX3-21 | 1 | 20 | 0 | 0 | 2 | 2 |
| AIRSHIP X-106 | 1 | 20 | 0 | 0 | 1 | 1 |
| AIRSHIP 125 | 4 | 20 | 0 | 0 | 1 | 1 |
| ALBATROSS | 4 | 20 | 0 | 0 | 1 | 1 |
| ALPHA-4 | 2 | 20 | 0 | 0 | 2 | 2 |
| ANDERSON X | 3 | 20 | 0 | 0 | 1 | 1 |
| ANTARES | 2 | 20 | 0 | 0 | 1 | 1 |
| ARIES MOD. 1 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX 6 | 3 | 20 | 0 | 0 | 2 | 2 |
| AX 7 | 3 | 20 | 0 | 0 | 1 | 1 |
| AX-1.5 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-10 | 8 | 20 | 0 | 0 | 2 | 2 |
| AX-19 | 50 | 20 | 0 | 0 | 1 | 1 |
| AX-2 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-3 | 1 | 20 | 0 | 0 | 8 | 8 |
| AX-3 063049 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX-4 | 1 | 20 | 0 | 0 | 9 | 9 |
| AX-5 | 1 | 20 | 0 | 0 | 6 | 6 |
| AX-6 | 1 | 20 | 0 | 0 | 9 | 9 |
| AX-6-50B | 3 | 20 | 0 | 0 | 1 | 1 |
| AX-7 | 0 | 20 | 0 | 0 | 10 | 10 |
| AX-8 | 1 | 20 | 0 | 0 | 3 | 3 |
| AX-8P | 0 | 20 | 0 | 0 | 1 | 1 |
| AX-9 | 0 | 20 | 0 | 0 | 1 | 1 |
| AX3 | 1 | 20 | 0 | 0 | 1 | 1 |
| AX3 BALLOON | 1 | 20 | 0 | 0 | 2 | 2 |
| AX3M | 1 | 20 | 0 | 0 | 1 | 1 |
| AX4 | 3 | 20 | 0 | 0 | 1 | 1 |
| AX6 | 3 | 20 | 0 | 0 | 1 | 1 |
| AX6DW1 | 4 | 20 | 0 | 0 | 1 | 1 |
| AX7 | 4 | 20 | 0 | 0 | 2 | 2 |
| AX7 77 | 4 | 21 | 0 | 0 | 5 | 5 |
| AX7-77 | 4 | 20 | 0 | 0 | 3 | 3 |
| AX8 | 5 | 20 | 0 | 0 | 1 | 1 |
| AX8-88 | 4 | 20 | 0 | 0 | 4 | 4 |
| B-1 | 0 | 20 | 0 | 0 | 1 | 1 |
| B-2 | 2 | 20 | 0 | 0 | 1 | 1 |
| BA-2 | 1 | 31 | 1 | 0 | 1 | 1 |
| BALLOON | 1 | 20 | 0 | 0 | 4 | 4 |
| BALLOON AX3 | 1 | 20 | 0 | 0 | 1 | 1 |
| BARNES FIRE FLY 42 | 2 | 20 | 0 | 0 | 1 | 1 |
| BLACKOSTAT | 4 | 20 | 0 | 0 | 1 | 1 |
| BURK 31 | 1 | 20 | 0 | 0 | 1 | 1 |
| C-1 | 1 | 20 | 0 | 0 | 1 | 1 |
| CA-50 | 1 | 20 | 0 | 0 | 1 | 1 |
| CAL 34 | 1 | 20 | 0 | 0 | 1 | 1 |
| CAMERON O-84 | 1 | 20 | 0 | 0 | 1 | 1 |
| CAMERON PEANUT | 1 | 20 | 0 | 0 | 1 | 1 |
| CAN-56 | 3 | 20 | 0 | 0 | 4 | 4 |
| CE300 | 2 | 20 | 0 | 0 | 1 | 1 |
| CLOUD CLIPPER | 3 | 20 | 0 | 0 | 1 | 1 |
| COMPETITION | 1 | 20 | 0 | 0 | 1 | 1 |
| CONDOR 56 | 3 | 20 | 0 | 0 | 3 | 3 |
| CONNECTICUT YANKEE | 4 | 20 | 0 | 0 | 1 | 1 |
| CORN 77 | 4 | 20 | 0 | 0 | 1 | 1 |
| CPUISAIR JBCTS1 | 1 | 20 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/BALLOON & DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CRUISAIR 1000 | 0 | 20 | 0 | 0 | 2 | 2 |
| CUTTER 5 | 1 | 20 | 0 | 0 | 1 | 1 |
| CUTTER-2 | 1 | 20 | 0 | 0 | 1 | 1 |
| CW | 0 | 20 | 0 | 0 | 1 | 1 |
| DM-40 | 1 | 20 | 0 | 0 | 1 | 1 |
| DW-4 | 1 | 20 | 0 | 0 | 1 | 1 |
| EAGLE | 4 | 20 | 0 | 0 | 1 | 1 |
| EB-1 | 1 | 20 | 0 | 0 | 1 | 1 |
| EB1 | 1 | 31 | 2 | 0 | 1 | 1 |
| ERIC | 1 | 20 | 0 | 0 | 1 | 1 |
| EXPERIMENTAL | 0 | 20 | 0 | 0 | 1 | 1 |
| FALCON II | 2 | 20 | 0 | 0 | 1 | 1 |
| FANTASY | 3 | 20 | 0 | 0 | 1 | 1 |
| FATHER-WILLIAM | 1 | 20 | 0 | 0 | 1 | 1 |
| FC-1 | 1 | 20 | 0 | 0 | 1 | 1 |
| FCW-2 | 2 | 20 | 0 | 0 | 1 | 1 |
| FCW-3 | 1 | 20 | 0 | 0 | 1 | 1 |
| FCW-4 | 0 | 20 | 0 | 0 | 1 | 1 |
| FLYING FARCE-1 | 1 | 20 | 0 | 0 | 1 | 1 |
| FREE BALLOON | 0 | 20 | 0 | 0 | 1 | 1 |
| FREE LADY | 2 | 20 | 0 | 0 | 1 | 1 |
| GAC-20-138 | 8 | 31 | 1 | 0 | 1 | 1 |
| GB-55 | 2 | 20 | 0 | 0 | 1 | 1 |
| GBL | 1 | 20 | 0 | 0 | 1 | 1 |
| GBN-32-500 | 1 | 20 | 0 | 0 | 1 | 1 |
| GBN-41-1000 | 2 | 20 | 0 | 0 | 11 | 11 |
| GC-1 | 1 | 20 | 0 | 0 | 1 | 1 |
| GJCB-1 | 4 | 20 | 0 | 0 | 1 | 1 |
| GOBLIN | 2 | 20 | 0 | 0 | 1 | 1 |
| GX-7 | 4 | 20 | 0 | 0 | 1 | 1 |
| HAB 1 | 1 | 20 | 0 | 0 | 1 | 1 |
| HACKER 40 | 1 | 20 | 0 | 0 | 1 | 1 |
| HAMMER | 1 | 20 | 0 | 0 | 1 | 1 |
| HARE AX-7 | 0 | 20 | 0 | 0 | 1 | 1 |
| HELI-STAT 97-34J | 8 | 31 | 4 | 0 | 1 | 1 |
| HGB-14 | 3 | 20 | 0 | 0 | 1 | 1 |
| HOMEBUILT-02 | 0 | 20 | 0 | 0 | 1 | 1 |
| HOT AIR BALLOON | 1 | 20 | 0 | 0 | 7 | 7 |
| HOT AIR BALLOON FRED | 1 | 20 | 0 | 0 | 1 | 1 |
| HOT AIR-BALLOON | 2 | 29 | 2 | 0 | 1 | 1 |
| HW | 0 | 20 | 0 | 0 | 1 | 1 |
| INCARNATION GARUDA | 1 | 20 | 0 | 0 | 1 | 1 |
| JBC-B3 | 3 | 20 | 0 | 0 | 1 | 1 |
| JC-77C | 0 | 20 | 0 | 0 | 1 | 1 |
| JS | 0 | 20 | 0 | 0 | 1 | 1 |
| JS-56C | 1 | 20 | 0 | 0 | 1 | 1 |
| JS56C | 0 | 20 | 0 | 0 | 4 | 4 |
| JS561C | 3 | 20 | 0 | 0 | 1 | 1 |
| JS77C | 0 | 20 | 0 | 0 | 6 | 6 |
| JS77K | 3 | 20 | 0 | 0 | 1 | 1 |
| K-630/1-R | 4 | 20 | 0 | 0 | 1 | 1 |
| KITTY HAWK | 2 | 20 | 0 | 0 | 1 | 1 |
| K630/1-RI | 1 | 20 | 0 | 0 | 1 | 1 |
| LIGHTNING | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE DJ | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE GUY 1 | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE ONE | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE RB-1 | 1 | 20 | 0 | 0 | 1 | 1 |
| LITTLE VOYAGER | 1 | 20 | 0 | 0 | 1 | 1 |
| LUFTSTOFF | 1 | 20 | 0 | 0 | 1 | 1 |
| M-100 | 0 | 20 | 0 | 0 | 1 | 1 |
| MARK V-B AX-6 | 3 | 20 | 0 | 0 | 2 | 2 |
| MAY DAY | 1 | 20 | 0 | 0 | 1 | 1 |
| MICK-1 MK-1 | 2 | 20 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/BALLOON & DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MODEL "A" | 1 | 20 | 0 | 0 | 1 | 1 |
| MODEL "M" | 3 | 20 | 0 | 0 | 1 | 1 |
| MODEL I | 1 | 20 | 0 | 0 | 1 | 1 |
| MODEL-01 | 3 | 20 | 0 | 0 | 1 | 1 |
| MODEL-1 | 0 | 20 | 0 | 0 | 1 | 1 |
| MONERAI | 1 | 31 | 0 | 0 | 1 | 1 |
| MONNETT-MONERAI S | 1 | 20 | 0 | 0 | 1 | 1 |
| MS FLYER | 1 | 20 | 0 | 0 | 8 | 8 |
| N-160 | 16 | 20 | 0 | 0 | 2 | 2 |
| NATIONAL FUNSHIP | 4 | 20 | 0 | 0 | 1 | 1 |
| NTL. FUNSHIP AX-7 | 4 | 20 | 0 | 0 | 1 | 1 |
| OPTIMUS-I | 1 | 20 | 0 | 0 | 1 | 1 |
| OSPREY II | 2 | 31 | 1 | 0 | 1 | 1 |
| OZ | 0 | 20 | 0 | 0 | 1 | 1 |
| OZ BALLOONS A-165 | 2 | 20 | 0 | 0 | 1 | 1 |
| OZ BALLOONS AX-8 | 0 | 20 | 0 | 0 | 1 | 1 |
| P. JAY | 1 | 20 | 0 | 0 | 2 | 2 |
| PATM 56 | 0 | 20 | 0 | 0 | 1 | 1 |
| PATM-299 | 1 | 20 | 0 | 0 | 1 | 1 |
| PEACHES | 3 | 20 | 0 | 0 | 1 | 1 |
| PERSEVERANCE | 1 | 20 | 0 | 0 | 1 | 1 |
| PHOENIX | 1 | 20 | 0 | 0 | 1 | 1 |
| PHOENIX-7 | 3 | 20 | 0 | 0 | 1 | 1 |
| POLYWOG | 4 | 20 | 0 | 0 | 1 | 1 |
| PW75 | 4 | 20 | 0 | 0 | 1 | 1 |
| RAVEN ORBITOR MG-300 | 2 | 20 | 0 | 0 | 4 | 4 |
| RAVEN/MEDEMA S-60A | 2 | 20 | 0 | 0 | 4 | 4 |
| RB-42 | 1 | 20 | 0 | 0 | 1 | 1 |
| ROMULAS | 0 | 20 | 0 | 0 | 1 | 1 |
| ROSEBUD AX-5 | 1 | 20 | 0 | 0 | 1 | 1 |
| ROSEBUD AX4 | 1 | 20 | 0 | 0 | 1 | 1 |
| ROVER | 2 | 20 | 0 | 0 | 1 | 1 |
| S.W. | 1 | 20 | 0 | 0 | 2 | 2 |
| S-10 | 1 | 20 | 0 | 0 | 2 | 2 |
| S-50A | 4 | 20 | 0 | 0 | 1 | 1 |
| S-56 | 3 | 20 | 0 | 0 | 1 | 1 |
| S-60 | 1 | 20 | 0 | 0 | 1 | 1 |
| SC60A | 1 | 20 | 0 | 0 | 1 | 1 |
| SKY SAILOR AX-7 | 4 | 20 | 0 | 0 | 1 | 1 |
| SKYHAWK | 4 | 20 | 0 | 0 | 1 | 1 |
| SKYSAILOR AX-5 | 1 | 20 | 0 | 0 | 1 | 1 |
| SOLAR-6-10 | 1 | 20 | 0 | 0 | 1 | 1 |
| SPIRIT OF LAKE GARDA | 4 | 20 | 0 | 0 | 2 | 2 |
| SS 103 | 1 | 20 | 0 | 0 | 1 | 1 |
| SS 105 AX8 | 7 | 20 | 0 | 0 | 1 | 1 |
| SS-M8 | 2 | 20 | 0 | 0 | 1 | 1 |
| SS-103 | 1 | 20 | 0 | 0 | 1 | 1 |
| STAR BALLOON PEASHTR | 1 | 20 | 0 | 0 | 1 | 1 |
| STARFIRE 5 | 1 | 20 | 1 | 0 | 1 | 1 |
| STEVEN PP 1 | 1 | 20 | 0 | 0 | 1 | 1 |
| STOKES AX-6 | 4 | 20 | 0 | 0 | 1 | 1 |
| STOKES JETSTREAM 6 | 2 | 20 | 0 | 0 | 2 | 2 |
| SUNDANCER AX-4 | 2 | 20 | 0 | 0 | 1 | 1 |
| SUNSTAT-I | 2 | 20 | 0 | 0 | 17 | 17 |
| S77A | 9 | 20 | 0 | 0 | 1 | 1 |
| TALL FRED | 1 | 20 | 0 | 0 | 1 | 1 |
| TINA 1976 | 4 | 20 | 0 | 0 | 1 | 1 |
| TRADEWIND | 1 | 20 | 0 | 0 | 1 | 1 |
| TYPE 67 | 0 | 20 | 0 | 0 | 1 | 1 |
| T42 | 1 | 20 | 0 | 0 | 1 | 1 |
| UNCLE WIGGLY | 0 | 20 | 0 | 0 | 1 | 1 |
| VEGAS 634 | 0 | 20 | 0 | 0 | 1 | 1 |
| VOLZ 100 | 5 | 20 | 0 | 0 | 1 | 1 |
| WADSWORTH ELLICONE | 2 | 20 | 0 | 0 | 1 | 1 |

US REGISTERED CIVIL AIRCRAFT
BY MANUFACTURER AND MODEL-NUMBER OF SEATS
AMATEUR/BALLOON & DIRIGIBLE

AS OF DEC 31, 1988

| MANUFACTURER MODEL | DESIG-NATION PL | A/E | N/E | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| WEEDON | 0 | 20 | 0 | 0 | 1 | 1 |
| WESTERN O-65 | 1 | 20 | 0 | 0 | 1 | 1 |
| WHITTEMORE-01 | 1 | 20 | 0 | 0 | 1 | 1 |
| WINDSWEPT | 1 | 20 | 0 | 0 | 1 | 1 |
| WORKHORSE I | 1 | 20 | 0 | 0 | 1 | 1 |
| WORLD RECORD 4 | 0 | 20 | 0 | 0 | 2 | 2 |
| WW-7C | 3 | 20 | 0 | 0 | 1 | 1 |
| X-525 | 0 | 20 | 0 | 0 | 1 | 1 |
| XXUS-1-SCOOTER | 1 | 20 | 0 | 0 | 1 | 1 |
| XXUS-3-FAIRPLAY | 1 | 20 | 0 | 0 | 1 | 1 |
| 065 | 1 | 20 | 0 | 0 | 1 | 1 |
| 1 PASSENGER | 1 | 20 | 0 | 0 | 1 | 1 |
| 1-4P | 4 | 31 | 1 | 0 | 1 | 1 |
| 1000 | 0 | 20 | 0 | 0 | 1 | 1 |
| 1001 | 2 | 20 | 0 | 0 | 1 | 1 |
| 105C | 1 | 20 | 0 | 0 | 1 | 1 |
| 105P | 4 | 20 | 0 | 0 | 1 | 1 |
| 2-75 | 3 | 20 | 0 | 0 | 1 | 1 |
| 240 | 5 | 31 | 4 | 0 | 1 | 1 |
| 299 | 1 | 20 | 0 | 0 | 1 | 1 |
| 32 CALIBRE | 1 | 20 | 0 | 0 | 1 | 1 |
| 39M | 1 | 20 | 0 | 0 | 1 | 1 |
| 48K | 1 | 20 | 0 | 0 | 1 | 1 |
| 56M | 1 | 20 | 0 | 0 | 1 | 1 |
| 650 | 3 | 20 | 0 | 0 | 1 | 1 |
| 752-12 | 4 | 20 | 0 | 0 | 2 | 2 |
| TOTAL | | | | 0 | 0 | 0 |
| BALLOON NO ENGINE | | 20 | | 0 | 333 | 333 |
| BALLOON REC ENGINE | | 21 | | 0 | 5 | 5 |
| BALLOON ENGINE UNKN | | 29 | | 0 | 2 | 2 |
| BLIMP/DIR REC ENG | | 31 | | 0 | 9 | 9 |
| TOTAL | | | | 0 | 349 | 349 |

# APPENDIX B

## INVENTORY OF AIRCRAFT ENGINES BY ENGINE MANUFACTURER AND MODEL

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| A.C.E. | HIDR MARK III | 95 | 16 | 0 | 16 | 16 |
| A.C.E. | UPRI MARK III | 100 | 8 | 0 | 8 | 8 |
| **TOTAL** | | | **24** | **0** | **24** | **24** |
| AERONCA | E107A | 30 | 5 | 0 | 5 | 5 |
| AERONCA | E113 SERIES | 45 | 66 | 0 | 66 | 66 |
| **TOTAL** | | | **71** | **0** | **71** | **71** |
| AIRESEARCH | TPE331 SERIES | 600 | 18 | 0 | 14 | 14 |
| **TOTAL** | | | **18** | **0** | **14** | **14** |
| ALLISON | V1710 SERIES | 1500 | 43 | 0 | 34 | 34 |
| ALLISON | 250 SERIES | 300 | 72 | 0 | 69 | 69 |
| **TOTAL** | | | **115** | **0** | **103** | **103** |
| ALVIS | 514/SER | 495 | 5 | 0 | 3 | 3 |
| **TOTAL** | | | **5** | **0** | **3** | **3** |
| ANZANI | Y | 35 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| ARDEM | 4 CO2 | 30 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| ARGUS | AS10R | 250 | 4 | 0 | 4 | 4 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| ARMST SIDD | GENET MARK 11 | 80 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| ARROW | V8F | 82 | 5 | 0 | 5 | 5 |
| **TOTAL** | | | **5** | **0** | **5** | **5** |
| AVIA | M-137 | 180 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| AVN HOLD | SZEKE SR3L | 30 | 8 | 0 | 8 | 8 |
| AVN HOLD | SZEKE SR345 | 45 | 5 | 0 | 5 | 5 |
| **TAL** | | | **13** | **0** | **13** | **13** |
| BOMBADIER | ROTAX (ALL) | 0 | 915 | 0 | 916 | 916 |
| **TOTAL** | | | **915** | **0** | **916** | **916** |
| BREDA | SPA 6A | 45 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| BRIST AERO | CNTURUSMK18 | 2480 | 4 | 0 | 4 | 4 |
| BRIST AERO | HERCULES | 1690 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **5** | **0** | **5** | **5** |
| BRIST SID | GIPSY | 85 | 9 | 0 | 8 | 8 |
| **TOTAL** | | | **9** | **0** | **8** | **8** |

**INVENTORY OF AIRCRAFT ENGINES**
**BY ENGINE MANUFACTURER AND MODEL**
**PISTON**

**AS OF DEC 31, 1988**

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| CHOTIA | ALL MDLS A/B | 0 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| CIRRUS | MARK III | 100 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| CLERGET | ROTARY | 130 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| COMET | 7E | 165 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| CONT MOTOR | A&C65 SERIES | 75 | 9,912 | 0 | 9,911 | 9,911 |
| CONT MOTOR | A&C75 SERIES | 75 | 2,106 | 0 | 2,106 | 2,106 |
| CONT MOTOR | A100 | 100 | 10 | 0 | 10 | 10 |
| CONT MOTOR | A40 SERIES | 40 | 135 | 0 | 135 | 135 |
| CONT MOTOR | A50 SERIES | 50 | 35 | 0 | 35 | 35 |
| CONT MOTOR | A70 SERIES | 165 | 13 | 0 | 12 | 12 |
| CONT MOTOR | A80 SERIES | 80 | 87 | 0 | 87 | 87 |
| CONT MOTOR | C125 SERIES | 125 | 398 | 0 | 397 | 397 |
| CONT MOTOR | C145 SERIES | 145 | 2,274 | 0 | 2,273 | 2,273 |
| CONT MOTOR | C85 SERIES | 85 | 6,196 | 0 | 6,195 | 6,195 |
| CONT MOTOR | C90 SERIES | 95 | 2,619 | 0 | 2,618 | 2,618 |
| CONT MOTOR | E165 SERIES | 165 | 15 | 0 | 15 | 15 |
| CONT MOTOR | E185 SERIES | 205 | 2,036 | 0 | 2,036 | 2,036 |
| CONT MOTOR | E225 SERIES | 225 | 1,501 | 0 | 1,500 | 1,500 |
| CONT MOTOR | FSO-470 SER | 260 | 11 | 0 | 7 | 7 |
| CONT MOTOR | FSO-526 | 270 | 11 | 0 | 11 | 11 |
| CONT MOTOR | GIO-244 | 244 | 2 | 0 | 1 | 1 |
| CONT MOTOR | GIO-470SERIES | 310 | 15 | 0 | 9 | 9 |
| CONT MOTOR | GO-300 SERIES | 175 | 1,221 | 0 | 1,218 | 1,218 |
| CONT MOTOR | GTSIO-520-C | 340 | 1,982 | 8 | 1,110 | 1,118 |
| CONT MOTOR | GTSIO-520-F-K | 435 | 723 | 3 | 364 | 367 |
| CONT MOTOR | IO 520 SERIES | 280 | 16,922 | 12 | 14,389 | 14,401 |
| CONT MOTOR | IO-200 | 115 | 19 | 0 | 17 | 17 |
| CONT MOTOR | IO-346 SERIES | 165 | 300 | 0 | 297 | 297 |
| CONT MOTOR | IO-360 | 210 | 3,430 | 0 | 2,402 | 2,402 |
| CONT MOTOR | IO-550 SERIES | 280 | 110 | 0 | 89 | 89 |
| CONT MOTOR | O-470 SERIES | 265 | 16,361 | 0 | 15,893 | 15,893 |
| CONT MOTOR | PC60-6 | 90 | 7 | 0 | 6 | 6 |
| CONT MOTOR | R-975-46 | 550 | 24 | 0 | 23 | 23 |
| CONT MOTOR | R670-A THRU H | 225 | 191 | 0 | 191 | 191 |
| CONT MOTOR | R9A | 525 | 1 | 0 | 1 | 1 |
| CONT MOTOR | TIO 541 SERIE | 380 | 36 | 0 | 19 | 19 |
| CONT MOTOR | TP500 | 350 | 2 | 0 | 1 | 1 |
| CONT MOTOR | TSIO-360 SER | 225 | 4,094 | 9 | 2,780 | 2,789 |
| CONT MOTOR | TSIO-520 SERI | 300 | 10,026 | 83 | 7,184 | 7,267 |
| CONT MOTOR | TSIO-470-B | 260 | 342 | 0 | 178 | 178 |
| CONT MOTOR | W670 SERIES | 250 | 937 | 0 | 937 | 937 |
| CONT MOTOR | O-200 SERIES | 100 | 14,650 | 0 | 14,634 | 14,634 |
| CONT MOTOR | O-300 SER | 145 | 8,773 | 1 | 8,770 | 8,771 |
| CONT MOTOR | 6-285-A | 285 | 126 | 0 | 123 | 123 |
| CONT MOTOR | 6-320 SERIES | 300 | 7 | 0 | 6 | 6 |
| **TOTAL** | | | **107,660** | **116** | **97,990** | **98,106** |
| CORVAIR | GO-140 | 145 | 19 | 0 | 19 | 19 |
| **TOTAL** | | | **19** | **0** | **19** | **19** |
| CUYUNA | ALL MDLS A/B | 0 | 195 | 0 | 194 | 194 |
| **TOTAL** | | | **195** | **0** | **194** | **194** |
| DEHAV ENG | GIPSY GRP 3 | 105 | 8 | 0 | 7 | 7 |

# INVENTORY OF AIRCRAFT ENGINES
# BY ENGINE MANUFACTURER AND MODEL
# PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| DEHAV ENG | GIPSY MAJOR | 140 | 115 | 0 | 114 | 114 |
| DEHAV ENG | GQ 30 MK2 | 250 | 32 | 0 | 13 | 13 |
| DEHAV ENG | GQ 70-4 | 340 | 2 | 0 | 1 | 1 |
| DEHAV ENG | GQ 70MK2 | 380 | 28 | 0 | 14 | 14 |
| **TOTAL** | | | **185** | **0** | **149** | **149** |
| E.N.M.A. | GIV SERIES | 150 | 4 | 0 | 4 | 4 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| EVINRUDE | STARFLITE | 85 | 35 | 0 | 35 | 35 |
| **TOTAL** | | | **35** | **0** | **35** | **35** |
| FAIRCHILD | SGV-770C SER | 550 | 1 | 0 | 1 | 1 |
| FAIRCHILD | V-770B SERIES | 315 | 1 | 0 | 1 | 1 |
| FAIRCHILD | 6-390 SERIES | 150 | 2 | 0 | 2 | 2 |
| FAIRCHILD | 6-410 SERIES | 175 | 4 | 0 | 4 | 4 |
| FAIRCHILD | 6-440 SERIES | 200 | 369 | 1 | 344 | 345 |
| **TOTAL** | | | **377** | **1** | **352** | **353** |
| FORD | CONVERSION | 60 | 39 | 0 | 39 | 39 |
| **TOTAL** | | | **39** | **0** | **39** | **39** |
| FRANKLIN | SPORT 4B1SER | 85 | 16 | 0 | 16 | 16 |
| FRANKLIN | O-425-1 | 285 | 2 | 0 | 2 | 2 |
| FRANKLIN | 2A4 SERIES | 49 | 52 | 0 | 52 | 52 |
| FRANKLIN | 4ACG199H3 | 113 | 14 | 0 | 14 | 14 |
| FRANKLIN | 4AC150-A | 60 | 16 | 0 | 16 | 16 |
| FRANKLIN | 4AC150-40 | 40 | 2 | 0 | 2 | 2 |
| FRANKLIN | 4AC150-50 | 50 | 8 | 0 | 8 | 8 |
| FRANKLIN | 4AC171 | 60 | 2 | 0 | 2 | 2 |
| FRANKLIN | 4AC176B SER | 65 | 154 | 0 | 154 | 154 |
| FRANKLIN | 4AC176C-D-F | 80 | 27 | 0 | 27 | 27 |
| FRANKLIN | 4AC199B SER | 65 | 3 | 0 | 3 | 3 |
| FRANKLIN | 4AC199D&E SER | 90 | 146 | 0 | 146 | 146 |
| FRANKLIN | 4A225 SERIES | 225 | 1 | 0 | 1 | 1 |
| FRANKLIN | 4A235 SERIES | 135 | 8 | 0 | 8 | 8 |
| FRANKLIN | 4A4100 SERIES | 100 | 6 | 0 | 6 | 6 |
| FRANKLIN | 6A&6V335 SER | 210 | 106 | 0 | 106 | 106 |
| FRANKLIN | 6A-350SER | 235 | 61 | 0 | 61 | 61 |
| FRANKLIN | 6ACT298 SER | 155 | 5 | 0 | 5 | 5 |
| FRANKLIN | 6AC264 SERIES | 120 | 3 | 0 | 3 | 3 |
| FRANKLIN | 6AC298 SERIES | 130 | 3 | 0 | 3 | 3 |
| FRANKLIN | 6AG4185 SER | 185 | 2 | 0 | 2 | 2 |
| FRANKLIN | 6A4150 SERIES | 150 | 1,021 | 0 | 1,021 | 1,021 |
| FRANKLIN | 6A4165 SERIES | 165 | 1,120 | 0 | 1,120 | 1,120 |
| FRANKLIN | 6A4200 SERIES | 200 | 20 | 0 | 20 | 20 |
| FRANKLIN | 6A8 SERIES | 215 | 197 | 0 | 197 | 197 |
| FRANKLIN | 6V 350 SERIES | 235 | 228 | 0 | 224 | 224 |
| FRANKLIN | 6V-335 SERIES | 200 | 18 | 0 | 18 | 18 |
| FRANKLIN | 6VS-335 SER | 240 | 59 | 0 | 59 | 59 |
| FRANKLIN | 6V4 SERIES | 210 | 183 | 0 | 183 | 183 |
| FRANKLIN | 6V6 SERIES | 245 | 19 | 0 | 19 | 19 |
| **TOTAL** | | | **3,502** | **0** | **3,498** | **3,498** |
| FUNK | FUNK E | 63 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| GESCHWENDE | GFV-8-3 | 500 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| GNOME | ROTARY | 160 | 3 | 0 | 3 | 3 |

# INVENTORY OF AIRCRAFT ENGINES
# BY ENGINE MANUFACTURER AND MODEL
# PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| GULF COAST | W670240 | 240 | 5 | 0 | 5 | 5 |
| **TOTAL** | | | **5** | **0** | **5** | **5** |
| HEATH AVN | B4 | 25 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| HIRTH | F10 | 26 | 12 | 0 | 12 | 12 |
| HIRTH | F20 | 23 | 2 | 0 | 2 | 2 |
| HIRTH | HM 504 | 100 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **17** | **0** | **17** | **17** |
| HISPANO | E | 180 | 6 | 0 | 6 | 6 |
| **TOTAL** | | | **6** | **0** | **6** | **6** |
| HONDA | CIVIC | 75 | 24 | 0 | 24 | 24 |
| **TOTAL** | | | **24** | **0** | **24** | **24** |
| JACOBS | L3 SERIES | 55 | 3 | 0 | 3 | 3 |
| JACOBS | L4 /R755-7 | 245 | 376 | 0 | 318 | 318 |
| JACOBS | L5 SERIES | 285 | 6 | 0 | 6 | 6 |
| JACOBS | L6 SERIES | 330 | 78 | 0 | 74 | 74 |
| JACOBS | R755A SERIES | 300 | 263 | 0 | 263 | 263 |
| JACOBS | R755B SERIES | 275 | 169 | 0 | 169 | 169 |
| JACOBS | R755E SERIES | 350 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **897** | **0** | **835** | **835** |
| KAWASAKI | ALL MDLS A/B | 0 | 64 | 0 | 64 | 64 |
| **TOTAL** | | | **64** | **0** | **64** | **64** |
| KEIKHAFER | MK55 | 40 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| KEN ROYCE | 7 SERIES | 120 | 25 | 0 | 25 | 25 |
| KEN ROYCE | 90-5 SERIES | 90 | 16 | 0 | 16 | 16 |
| **TOTAL** | | | **41** | **0** | **41** | **41** |
| KINNER | B5 SERIES | 125 | 76 | 0 | 76 | 76 |
| KINNER | K5 SERIES | 100 | 46 | 0 | 46 | 46 |
| KINNER | R5 SERIES | 160 | 191 | 0 | 191 | 191 |
| **TOTAL** | | | **313** | **0** | **313** | **313** |
| LAMBERT | R266 | 90 | 43 | 0 | 43 | 43 |
| **TOTAL** | | | **43** | **0** | **43** | **43** |
| LEBLOND | 70 SERIES | 70 | 21 | 0 | 21 | 21 |
| LEBLOND | 85 SERIES | 85 | 14 | 0 | 14 | 14 |
| **TOTAL** | | | **35** | **0** | **35** | **35** |
| LENAPPE | AR3-160 | 50 | 3 | 0 | 2 | 2 |
| LENAPPE | LM5 | 95 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **4** | **0** | **3** | **3** |
| LERHONE | TYPE C | 80 | 10 | 0 | 10 | 10 |

# INVENTORY OF AIRCRAFT ENGINES
# BY ENGINE MANUFACTURER AND MODEL
# PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| LERHONE | TYPE J | 110 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **12** | **0** | **12** | **12** |
| LIMBACH | LIMBACH L2000 | 80 | 10 | 0 | 10 | 10 |
| LIMBACH | 1700E | 68 | 20 | 0 | 20 | 20 |
| **TOTAL** | | | **30** | **0** | **30** | **30** |
| LINCOLN | LIBERTY-12 | 400 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| LYCOMING | AEIO-320 SER | 150 | 56 | 0 | 53 | 53 |
| LYCOMING | AEIO-360 SER | 180 | 594 | 0 | 594 | 594 |
| LYCOMING | AEIO-540 SER | 260 | 88 | 0 | 87 | 87 |
| LYCOMING | GO-435 | 210 | 51 | 0 | 41 | 41 |
| LYCOMING | GO-435C&D SER | 260 | 367 | 0 | 261 | 261 |
| LYCOMING | GO-480 SERIES | 295 | 834 | 0 | 485 | 485 |
| LYCOMING | GSO&IGSO-480 | 340 | 540 | 0 | 275 | 275 |
| LYCOMING | GSO-435 SERIE | 300 | 11 | 0 | 10 | 10 |
| LYCOMING | GSO-580 SER | 400 | 6 | 0 | 3 | 3 |
| LYCOMING | HIO-360 SER | 205 | 395 | 0 | 395 | 395 |
| LYCOMING | HO-360 | 180 | 95 | 0 | 94 | 94 |
| LYCOMING | IGO-540-B1A | 350 | 56 | 0 | 29 | 29 |
| LYCOMING | IGSO-540-B1A | 380 | 508 | 4 | 255 | 259 |
| LYCOMING | IO-320 SERIES | 150 | 3,176 | 0 | 1,995 | 1,995 |
| LYCOMING | IO-520 SER | 285 | 1 | 0 | 1 | 1 |
| LYCOMING | IO-540 SER | 300 | 2,623 | 3 | 2,064 | 2,067 |
| LYCOMING | IO-720 | 400 | 234 | 0 | 208 | 208 |
| LYCOMING | IO-360-B1E | 180 | 33 | 0 | 33 | 33 |
| LYCOMING | IO360 SER A&C | 200 | 1,582 | 0 | 1,551 | 1,551 |
| LYCOMING | IO360 SER BEF | 180 | 8,866 | 2 | 8,246 | 8,248 |
| LYCOMING | O&GO-145C SER | 75 | 49 | 0 | 49 | 49 |
| LYCOMING | O&VO-360 SER | 180 | 15,898 | 2 | 15,092 | 15,094 |
| LYCOMING | R-1820 SER | 1300 | 6 | 0 | 6 | 6 |
| LYCOMING | R680 | 215 | 172 | 0 | 169 | 169 |
| LYCOMING | R680-2-B2-BA | 240 | 1 | 0 | 1 | 1 |
| LYCOMING | R680-4P-B4 | 225 | 174 | 0 | 174 | 174 |
| LYCOMING | R680-5-B5-D5 | 260 | 6 | 0 | 6 | 6 |
| LYCOMING | R680-6B6-D6 | 245 | 9 | 0 | 9 | 9 |
| LYCOMING | R680E SERIES | 300 | 295 | 0 | 276 | 276 |
| LYCOMING | TIGO-541SER | 400 | 228 | 0 | 114 | 114 |
| LYCOMING | TIO-540 SER | 310 | 10,518 | 72 | 6,846 | 6,918 |
| LYCOMING | TIO-541 SER | 310 | 907 | 0 | 464 | 464 |
| LYCOMING | TVO-435 SER | 280 | 209 | 0 | 209 | 209 |
| LYCOMING | TO-360 SER | 210 | 144 | 0 | 104 | 104 |
| LYCOMING | T53 SER | 1150 | 1 | 0 | 1 | 1 |
| LYCOMING | VO-435 SERIES | 260 | 442 | 0 | 442 | 442 |
| LYCOMING | VO-540 SERIES | 310 | 354 | 0 | 351 | 351 |
| LYCOMING | O-145A SERIES | 55 | 45 | 0 | 45 | 45 |
| LYCOMING | O-145B SERIES | 65 | 747 | 0 | 747 | 747 |
| LYCOMING | O-235 SERIES | 115 | 11,744 | 10 | 11,725 | 11,735 |
| LYCOMING | O-290 SERIES | 140 | 3,317 | 0 | 3,308 | 3,308 |
| LYCOMING | O-320 SERIES | 160 | 36,734 | 6 | 35,726 | 35,732 |
| LYCOMING | O-340 SERIES | 170 | 135 | 0 | 101 | 101 |
| LYCOMING | O-350 SERIES | 150 | 23 | 0 | 22 | 22 |
| LYCOMING | O-360-A1D | 180 | 363 | 0 | 340 | 340 |
| LYCOMING | O-435 | 175 | 144 | 0 | 142 | 142 |
| LYCOMING | O-435A/O-435C | 190 | 209 | 0 | 209 | 209 |
| LYCOMING | O-435A2-KSER | 225 | 14 | 0 | 14 | 14 |
| LYCOMING | O-435B | 235 | 6 | 0 | 6 | 6 |
| LYCOMING | O-540 SERIES | 250 | 8,012 | 24 | 7,386 | 7,410 |
| LYCOMING | O-540F1 SERIE | 260 | 37 | 0 | 36 | 36 |
| LYCOMING | O-550-J3A5D | 250 | 2 | 0 | 2 | 2 |
| LYCOMING | 125 | 125 | 10 | 0 | 10 | 10 |
| **TOTAL** | | | **111,071** | **123** | **100,812** | **100,935** |

# INVENTORY OF AIRCRAFT ENGINES
# BY ENGINE MANUFACTURER AND MODEL
# PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| MCCULLOCH | ALL MDLS A/B | 0 | 41 | 0 | 41 | 41 |
| MCCULLOCH | 430 | 90 | 1 | 0 | 1 | 1 |
| MCCULLOCH | 4318A&E/O-100 | 72 | 436 | 0 | 436 | 436 |
| **TOTAL** | | | **478** | **0** | **478** | **478** |
| MENASCO | BUCCANEER B6S | 200 | 1 | 0 | 1 | 1 |
| MENASCO | PIRATE C4 D4 | 125 | 21 | 0 | 21 | 21 |
| MENASCO | PIRATE C4S | 150 | 11 | 0 | 11 | 11 |
| MENASCO | SUP PIRT D4B | 160 | 11 | 0 | 11 | 11 |
| MENASCO | O-45 | 22 | 6 | 0 | 6 | 6 |
| **TOTAL** | | | **50** | **0** | **50** | **50** |
| MERCEDES | D111A | 180 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| MERCURY | MK78/75/ | 70 | 1 | 0 | 1 | 1 |
| MERCURY | 1000 | 100 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| MILL PARTS | TANK V | 115 | 4 | 0 | 4 | 4 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| NELSON | H-44-54-59-63 | 48 | 8 | 0 | 8 | 8 |
| **TOTAL** | | | **8** | **0** | **8** | **8** |
| OLDSMOBILE | ROCKET 64654 | 290 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| ONAN | ALL MDLS A/B | 0 | 84 | 0 | 84 | 84 |
| **TOTAL** | | | **84** | **0** | **84** | **84** |
| OUTBOARD | BIG TWIN | 35 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| P & W | DW-CA SERIES | 2300 | 4 | 0 | 2 | 2 |
| P & W | DW-CB SERIES | 2500 | 57 | 6 | 13 | 19 |
| P & W | H-A SERIES | 525 | 1 | 0 | 1 | 1 |
| P & W | H-B&HSB SER | 575 | 3 | 0 | 3 | 3 |
| P & W | PT6A SERIES | 500 | 146 | 0 | 139 | 139 |
| P & W | R-4360-59B | 3250 | 4 | 0 | 1 | 1 |
| P & W | R-985 SERIES | 450 | 3,501 | 6 | 2,701 | 2,707 |
| P & W | R1340 SERIES | 600 | 2,321 | 5 | 2,293 | 2,298 |
| P & W | R1830 SERIES | 1350 | 559 | 28 | 251 | 279 |
| P & W | R2000 SERIES | 1450 | 175 | 0 | 50 | 50 |
| P & W | R2800 SERIES | 2500 | 781 | 72 | 271 | 343 |
| P & W | TW-D-2SD | 1450 | 4 | 0 | 1 | 1 |
| P & W | TW-SB SERIES | 1000 | 1 | 0 | 1 | 1 |
| P & W | TW-SC SERIES | 1050 | 1 | 0 | 1 | 1 |
| P & W | TW-S1-S3 S4 | 1200 | 12 | 0 | 7 | 7 |
| P & W | TWJR-SAIG | 660 | 3 | 0 | 3 | 3 |
| P & W | W-A-B-C-D | 450 | 5 | 0 | 3 | 3 |
| P & W | W-SC SERIES | 450 | 5 | 0 | 5 | 5 |
| P & W | W-S1H&S3H | 600 | 21 | 4 | 11 | 15 |
| P & W | WJR-A | 300 | 6 | 0 | 4 | 4 |
| P & W | WJR-B-S-T | 450 | 63 | 0 | 61 | 61 |
| P & W | WMAJ SERIES | 3500 | 6 | 0 | 2 | 2 |
| **TOTAL** | | | **7,679** | **121** | **5,824** | **5,945** |
| PACKARD | LIBERTY | 400 | 2 | 0 | 2 | 2 |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| PHILLIPS | 333 SERIES | 120 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| PKRD-ROLL | V1650 SERIES | 1490 | 94 | 0 | 94 | 94 |
| **TOTAL** | | | **94** | **0** | **94** | **94** |
| POLLMAN | KFM 40/3500/2 | 40 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| PORSCHE | PFM 3200 N03 | 212 | 3 | 0 | 3 | 3 |
| PORSCHE | 678-4 | 75 | 5 | 0 | 5 | 5 |
| **TOTAL** | | | **8** | **0** | **8** | **8** |
| POST | AL100 | 40 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| RANGER | SEE FAIRCHILD | 0 | 4 | 0 | 4 | 4 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| RECTIMO | 4AR 1200 | 40 | 13 | 0 | 13 | 13 |
| **TOTAL** | | | **13** | **0** | **13** | **13** |
| RENAULT | H.P03 | 140 | 29 | 0 | 29 | 29 |
| RENAULT | 6Q10B | 230 | 11 | 0 | 11 | 11 |
| **TOTAL** | | | **40** | **0** | **40** | **40** |
| REVMASTER | 2100 SERIES | 65 | 212 | 0 | 211 | 211 |
| REVMASTER | 3107 | 65 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **213** | **0** | **212** | **212** |
| ROLL ROYCE | V-1650-7 | 1180 | 24 | 0 | 24 | 24 |
| **TOTAL** | | | **24** | **0** | **24** | **24** |
| ROLL-ROYCE | O-300 | 145 | 4 | 0 | 4 | 4 |
| ROLL-ROYCE | GIPSY MK SER | 330 | 12 | 0 | 12 | 12 |
| ROLL-ROYCE | GRIFFON | 2455 | 2 | 0 | 2 | 2 |
| ROLL-ROYCE | MERLIN | 1760 | 16 | 0 | 16 | 16 |
| ROLL-ROYCE | O-200-A | 100 | 13 | 0 | 13 | 13 |
| ROLL-ROYCE | O-240 SER | 130 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **50** | **0** | **50** | **50** |
| ROTAX | SEE BOMBADIER | 0 | 36 | 0 | 35 | 35 |
| **TOTAL** | | | **36** | **0** | **35** | **35** |
| ROTORWAY | RW-100 SERIES | 100 | 9 | 0 | 9 | 9 |
| ROTORWAY | RW-133 SERIES | 160 | 51 | 0 | 51 | 51 |
| ROTORWAY | RW-145 SERIES | 145 | 33 | 0 | 33 | 33 |
| ROTORWAY | RW152 | 150 | 26 | 0 | 26 | 26 |
| **TOTAL** | | | **119** | **0** | **119** | **119** |
| SALMSON | AD9 | 40 | 6 | 0 | 6 | 6 |
| **TOTAL** | | | **6** | **0** | **6** | **6** |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| SIEMENS | SH-12 | 125 | 2 | 0 | 2 | 2 |
| SIEMENS | SH14 | 113 | 8 | 0 | 8 | 8 |
| **TOTAL** | | | **10** | **0** | **10** | **10** |
| SOLO | 560 | 25 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| STARK | STAMO | 50 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| SUBARU | ALL MDLS A/B | 0 | 4 | 0 | 4 | 4 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| TRIUMPH | T SERIES | 40 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| UNIVERSAL | VELIE M5 | 65 | 11 | 0 | 11 | 11 |
| **TOTAL** | | | **11** | **0** | **11** | **11** |
| VOLKSWAGEN | CONVERSION | 36 | 947 | 0 | 937 | 937 |
| **TOTAL** | | | **947** | **0** | **937** | **937** |
| WALT MINOR | 4 111 | 105 | 5 | 0 | 4 | 4 |
| **TOTAL** | | | **5** | **0** | **4** | **4** |
| WALTER | NZ | 120 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| WARNER | SCA JR SERIES | 90 | 17 | 0 | 17 | 17 |
| WARNER | SCARAB SERIES | 125 | 60 | 0 | 60 | 60 |
| WARNER | SS165 SERIES | 175 | 132 | 0 | 132 | 132 |
| WARNER | SS185 SERIES | 200 | 25 | 0 | 25 | 25 |
| WARNER | SS40&50 | 145 | 185 | 0 | 185 | 185 |
| WARNER | SS50A | 145 | 8 | 0 | 8 | 8 |
| **TOTAL** | | | **427** | **0** | **427** | **427** |
| WRIGHT | CHAL R600 | 185 | 18 | 0 | 18 | 18 |
| WRIGHT | CURTISS OX5 | 90 | 79 | 0 | 79 | 79 |
| WRIGHT | CURTISS OXX6 | 102 | 17 | 0 | 16 | 16 |
| WRIGHT | C14AB AC BA | 1700 | 125 | 0 | 67 | 67 |
| WRIGHT | C14BB SERIES | 1900 | 2 | 0 | 1 | 1 |
| WRIGHT | C18BD SERIES | 2500 | 8 | 0 | 2 | 2 |
| WRIGHT | C18CA CB SER | 2800 | 4 | 0 | 1 | 1 |
| WRIGHT | C7BA SERIES | 800 | 96 | 0 | 93 | 93 |
| WRIGHT | C9GC&D SERIES | 1200 | 99 | 1 | 49 | 50 |
| WRIGHT | C9HD SERIES | 1425 | 97 | 0 | 51 | 51 |
| WRIGHT | C9HE SERIES | 1525 | 16 | 0 | 14 | 14 |
| WRIGHT | GYPSY L320 | 90 | 5 | 0 | 5 | 5 |
| WRIGHT | HISPANO A&I | 150 | 1 | 0 | 1 | 1 |
| WRIGHT | HISPANO E | 180 | 10 | 0 | 10 | 10 |
| WRIGHT | R-1300 SER | 700 | 30 | 0 | 30 | 30 |
| WRIGHT | R-1820 SER | 1475 | 179 | 0 | 137 | 137 |
| WRIGHT | R-1820-66 | 1350 | 17 | 0 | 11 | 11 |
| WRIGHT | R-2600 SER | 1700 | 43 | 0 | 29 | 29 |
| WRIGHT | R3350-42 | 325 | 14 | 0 | 6 | 6 |
| WRIGHT | TC18DA SERIES | 3250 | 75 | 0 | 22 | 22 |
| WRIGHT | TC18EA SERIES | 3700 | 76 | 5 | 16 | 21 |
| WRIGHT | WWJ SERIES | 220 | 26 | 0 | 26 | 26 |
| WRIGHT | 1820F2 F2A | 750 | 5 | 0 | 3 | 3 |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
PISTON

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| WRIGHT | 1820F56 | 785 | 21 | 0 | 14 | 14 |
| WRIGHT | 1820G-2-3&5 | 1000 | 16 | 0 | 12 | 12 |
| WRIGHT | 1820G102 105 | 1100 | 19 | 1 | 9 | 10 |
| WRIGHT | 540 | 175 | 21 | 0 | 21 | 21 |
| WRIGHT | 760A B D E&ET | 250 | 68 | 0 | 66 | 66 |
| WRIGHT | 760E-1 | 300 | 5 | 0 | 5 | 5 |
| WRIGHT | 760E-2 | 350 | 29 | 0 | 29 | 29 |
| WRIGHT | 975 A B D&E | 330 | 14 | 0 | 12 | 12 |
| WRIGHT | 975E&F-2&3 | 475 | 63 | 0 | 61 | 61 |
| WRIGHT | 975E-1 | 365 | 3 | 0 | 3 | 3 |
| WRIGHT | 988TC18EA SER | 3400 | 20 | 3 | 2 | 5 |
| **TOTAL** | | | **1,321** | **10** | **921** | **931** |
| WSK-PZL | PZL AI-14 SER | 300 | 2 | 0 | 2 | 2 |
| WSK-PZL | PZL-3S | 600 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| WSK-PZL-K | PZL ASZ-62IR | 260 | 12 | 0 | 12 | 12 |
| **TOTAL** | | | **12** | **0** | **12** | **12** |
| XENOA | G44BW | 50 | 2 | 0 | 2 | 2 |
| XENOA | G72CFA | 50 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **4** | **0** | **4** | **4** |
| **TOTAL** | | | **0** | **0** | **0** | **0** |
| ZENOAH | ALL MDLS A/B | 0 | 41 | 0 | 40 | 40 |
| **TOTAL** | | | **41** | **0** | **40** | **40** |
| UNKNOWN | UNKNOWN-ENG | 0 | 34,093 | 81 | 27,206 | 27,287 |
| **TOTAL** | | | **34,093** | **81** | **27,206** | **27,287** |
| **TOTAL PISTON** | | | **271,604** | **452** | **242,372** | **242,824** |

# INVENTORY OF AIRCRAFT ENGINES
## BY ENGINE MANUFACTURER AND MODEL
## TURBO-PROP

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| AIRESEARCH | GTC-85-135 | 242 | 6 | 0 | 3 | 3 |
| AIRESEARCH | TPE331 SERIES | 904 | 1,701 | 156 | 696 | 852 |
| AIRESEARCH | TPE331 586SER | 776 | 603 | 13 | 289 | 302 |
| AIRESEARCH | TPE331-6-251M | 665 | 24 | 0 | 12 | 12 |
| AIRESEARCH | 331 SER 605HP | 605 | 455 | 2 | 227 | 229 |
| AIRESEARCH | 331SER 1008HP | 1008 | 42 | 0 | 21 | 21 |
| AIRESEARCH | 331SER 705HP | 705 | 36 | 0 | 18 | 18 |
| AIRESEARCH | 331SER 755HP | 755 | 4 | 0 | 2 | 2 |
| AIRESEARCH | 331SER 904HP | 904 | 12 | 1 | 5 | 6 |
| **TOTAL** | | | **2,883** | **172** | **1,273** | **1,445** |
| AIRSEARCH | TPE331-5-252M | 715 | 16 | 0 | 8 | 8 |
| **TOTAL** | | | **16** | **0** | **8** | **8** |
| ALLISON | T56-A-15 SER | 4910 | 4 | 0 | 1 | 1 |
| ALLISON | 250 SER 250HP | 250 | 2 | 0 | 1 | 1 |
| ALLISON | 250 SER 400HP | 400 | 2 | 0 | 1 | 1 |
| ALLISON | 250-B17 SER | 385 | 4 | 0 | 1 | 1 |
| ALLISON | 501-D13 SER | 3750 | 324 | 84 | 35 | 119 |
| ALLISON | 501-D22 | 4050 | 26 | 6 | 1 | 7 |
| ALLISON | 501-D22A | 4680 | 48 | 9 | 3 | 12 |
| **TOTAL** | | | **410** | **99** | **43** | **142** |
| CONT MOTOR | GTSIO-520 SER | 435 | 43 | 0 | 22 | 22 |
| CONT MOTOR | TSIO-360 SER | 450 | 2 | 0 | 1 | 1 |
| **TOTAL** | | | **45** | **0** | **23** | **23** |
| G E | CT7 SERIES | 1600 | 14 | 7 | 0 | 7 |
| **TOTAL** | | | **14** | **7** | **0** | **7** |
| GE | CT58 | 1350 | 4 | 0 | 2 | 2 |
| **TOTAL** | | | **4** | **0** | **2** | **2** |
| LYCOMING | IO 540 SER | 260 | 3 | 0 | 2 | 2 |
| LYCOMING | LTP 101 600 | 585 | 5 | 0 | 3 | 3 |
| **TOTAL** | | | **8** | **0** | **5** | **5** |
| P & W | PT6 SERIES | 500 | 3,580 | 215 | 1,617 | 1,832 |
| P & W | PT6A-65B | 1100 | 6 | 0 | 3 | 3 |
| P & W | PW 120 | 2000 | 76 | 37 | 1 | 38 |
| P & W | PW-118 | 2000 | 90 | 37 | 8 | 45 |
| P & W | T34 SERIES | 7500 | 6 | 0 | 2 | 2 |
| **TOTAL** | | | **3,758** | **289** | **1,631** | **1,920** |
| ROLL ROYCE | DART 7 SERIES | 2100 | 12 | 5 | 1 | 6 |
| **TOTAL** | | | **12** | **5** | **1** | **6** |
| ROLL-ROYCE | DART 506 | 1540 | 8 | 0 | 2 | 2 |
| ROLL-ROYCE | DART 510&511 | 1740 | 70 | 7 | 15 | 22 |
| ROLL-ROYCE | DART 526 | 2068 | 4 | 0 | 1 | 1 |
| ROLL-ROYCE | DART 527 528 | 2068 | 4 | 1 | 1 | 2 |
| ROLL-ROYCE | DART 529 | 2154 | 218 | 9 | 100 | 109 |
| ROLL-ROYCE | DART 542 | 2966 | 146 | 56 | 17 | 73 |
| ROLL-ROYCE | DART532 | 2238 | 48 | 22 | 2 | 24 |
| ROLL-ROYCE | TYNE 515 | 5730 | 24 | 6 | 0 | 6 |
| **TOTAL** | | | **522** | **101** | **138** | **239** |
| TURBOMECA | ASTAZOU IIA | 550 | 2 | 0 | 2 | 2 |
| TURBOMECA | ASTAZOU XII | 671 | 2 | 0 | 1 | 1 |

# INVENTORY OF AIRCRAFT ENGINES
## BY ENGINE MANUFACTURER AND MODEL
## TURBO-PROP

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| TURBOMECA | ASTAZOU XIVC | 893 | 16 | 0 | 8 | 8 |
| TURBOMECA | BASTAN VI SER | 1065 | 26 | 9 | 4 | 13 |
| **TOTAL** | | | **46** | **9** | **15** | **24** |
| U/A CANADA | PT6 SER 578HP | 550 | 697 | 34 | 316 | 350 |
| U/A CANADA | PT6A SERIES | 715 | 776 | 28 | 356 | 384 |
| U/A CANADA | PT6A-25 | 425 | 4 | 1 | 1 | 2 |
| U/A CANADA | PT6A-27-28 | 715 | 542 | 16 | 255 | 271 |
| U/A CANADA | PT6A-29 | 778 | 8 | 0 | 4 | 4 |
| U/A CANADA | PT6A-34 | 783 | 52 | 22 | 6 | 28 |
| U/A CANADA | PT6A-41 | 850 | 306 | 1 | 152 | 153 |
| U/A CANADA | PT6A-6 | 400 | 1 | 0 | 1 | 1 |
| U/A CANADA | PT6A-6A&6B | 500 | 20 | 0 | 10 | 10 |
| **TOTAL** | | | **2,406** | **102** | **1,101** | **1,203** |
| AIRESEARCH | TSE331 SERIES | 800 | 6 | 0 | 6 | 6 |
| **TOTAL** | | | **6** | **0** | **6** | **6** |
| ALLISON | 250 SER 250HP | 250 | 852 | 0 | 801 | 801 |
| ALLISON | 250 SER 317HP | 317 | 88 | 0 | 83 | 83 |
| ALLISON | 250 SER 400HP | 400 | 716 | 1 | 690 | 691 |
| ALLISON | 250-B17 SER | 385 | 3 | 0 | 3 | 3 |
| ALLISON | 250-C20 SER | 420 | 594 | 0 | 460 | 460 |
| ALLISON | 250-C28 SER | 500 | 42 | 0 | 40 | 40 |
| ALLISON | 250-C30 SER | 650 | 199 | 0 | 148 | 148 |
| **TOTAL** | | | **2,494** | **1** | **2,225** | **2,226** |
| GE | CT58 SERIES | 1350 | 44 | 1 | 21 | 22 |
| GE | CT7 SERIES | 1560 | 16 | 0 | 8 | 8 |
| GE | T58 SERIES | 1350 | 17 | 1 | 10 | 11 |
| GE | T700 SERIES | 1543 | 4 | 0 | 2 | 2 |
| **TOTAL** | | | **81** | **2** | **41** | **43** |
| LYCOMING | AL5512 | 4355 | 4 | 0 | 2 | 2 |
| LYCOMING | HIO-360 SER | 205 | 79 | 0 | 79 | 79 |
| LYCOMING | IO-360 SER | 200 | 9 | 0 | 9 | 9 |
| LYCOMING | LTS 101 600A | 592 | 129 | 0 | 123 | 123 |
| LYCOMING | LTS-101 SER | 317 | 197 | 0 | 109 | 109 |
| LYCOMING | T-53 | 1150 | 65 | 0 | 65 | 65 |
| LYCOMING | T-55 SER TS | 2650 | 4 | 0 | 4 | 4 |
| LYCOMING | T53-L-13 | 1400 | 11 | 0 | 11 | 11 |
| LYCOMING | YT55-L-9 | 2650 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **499** | **0** | **403** | **403** |
| P & W | JFTD 12A | 4050 | 10 | 0 | 5 | 5 |
| P & W | PT6 SERIES | 500 | 40 | 0 | 20 | 20 |
| P & W | PT6SER TSHFT | 500 | 47 | 0 | 25 | 25 |
| P & W | T400-CP-400 | 2000 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **98** | **0** | **51** | **51** |
| P&W CANADA | PT6T-3 | 1600 | 80 | 0 | 41 | 41 |
| P&W CANADA | PT6T-3 SERIES | 1800 | 33 | 0 | 17 | 17 |
| P&W CANADA | PT6T-3A | 1600 | 4 | 0 | 2 | 2 |
| P&W CANADA | PT6T-6 | 1675 | 6 | 0 | 6 | 6 |
| **TOTAL** | | | **123** | **0** | **66** | **66** |
| TURBOMECA | ARRIEL 1 | 681 | 71 | 0 | 58 | 58 |
| TURBOMECA | ARTOUSTE II | 400 | 8 | 0 | 5 | 5 |
| TURBOMECA | ARTOUSTEIIIB | 858 | 66 | 0 | 65 | 65 |
| TURBOMECA | ASTAZOU IIA | 550 | 20 | 0 | 20 | 20 |
| TURBOMECA | ASTAZOU SER | 1050 | 8 | 0 | 8 | 8 |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-PROP

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| TURBOMECA | ASTAZOU 111A | 592 | 17 | 0 | 17 | 17 |
| TURBOMECA | MAKILA SERIES | 1835 | 4 | 0 | 2 | 2 |
| TURBOMECA | TURMO IV SER | 1170 | 8 | 0 | 4 | 4 |
| **TOTAL** | | | **202** | **0** | **179** | **179** |
| U/A CANADA | PT6 SER 578HP | 550 | 52 | 0 | 28 | 28 |
| U/A CANADA | PT6T SER | 1675 | 47 | 0 | 25 | 25 |
| **TOTAL** | | | **99** | **0** | **53** | **53** |
| UNKNOWN | UNKNOWN-ENG | 0 | 5,781 | 553 | 2,865 | 3,418 |
| **TOTAL** | | | **5,781** | **553** | **2,865** | **3,418** |
| **TOTAL TURBO-PROP** | | | **19,507** | **1,340** | **10,129** | **11,469** |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-JET

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| AIRESEARCH | TFE731 SER | 3500 | 446 | 1 | 209 | 210 |
| **TOTAL** | | | **446** | **1** | **209** | **210** |
| ALLISON | J33-A SERIES | 635 | 16 | 0 | 16 | 16 |
| ALLISON | J35-A SERIES | 750 | 2 | 0 | 1 | 1 |
| **TOTAL** | | | **18** | **0** | **17** | **17** |
| AMES | TRS-18 | 800 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| BRIST AERO | ORPHEUS 637 | 500 | 4 | 0 | 2 | 2 |
| **TOTAL** | | | **4** | **0** | **2** | **2** |
| BRIST SID | MARK 521 | 312 | 75 | 0 | 38 | 38 |
| **TOTAL** | | | **75** | **0** | **38** | **38** |
| CFM INTL. | CFM56 SERIES | 2200 | 630 | 256 | 1 | 257 |
| **TOTAL** | | | **630** | **256** | **1** | **257** |
| CONT AVN | CJ69-1025 | 103 | 2 | 0 | 2 | 2 |
| **TOTAL** | | | **2** | **0** | **2** | **2** |
| DEHAV ENG | GOBLIN MK 2&3 | 500 | 11 | 0 | 10 | 10 |
| **TOTAL** | | | **11** | **0** | **10** | **10** |
| GARRETT | ATF 3 SERIES | 2020 | 26 | 0 | 13 | 13 |
| GARRETT | TFE 731 SER | 3500 | 1,655 | 0 | 765 | 765 |
| **TOTAL** | | | **1,681** | **0** | **778** | **778** |
| GE | CFM56 SERIES | 9800 | 84 | 41 | 1 | 42 |
| GE | CF34 SERIES | 9140 | 14 | 0 | 6 | 6 |
| GE | CF6-50 SER | 5000 | 255 | 88 | 1 | 89 |
| GE | CF6-6 | 4000 | 341 | 114 | 0 | 114 |
| GE | CF6-80 SERIES | 4760 | 96 | 48 | 0 | 48 |
| GE | CF700 SERIES | 420 | 348 | 0 | 174 | 174 |
| GE | CJ610-1&4 | 270 | 772 | 0 | 386 | 386 |
| GE | CJ610-5&6 | 278 | 82 | 0 | 42 | 42 |
| GE | CJ610-8&9 | 293 | 92 | 0 | 46 | 46 |
| GE | CJ805-23 | 1610 | 8 | 0 | 2 | 2 |
| GE | CJ805-3 | 1165 | 24 | 0 | 6 | 6 |
| GE | JT79 SERIES | 1580 | 4 | 0 | 2 | 2 |
| GE | J47 SERIES | 300 | 2 | 0 | 2 | 2 |
| GE | J85-GE-5A | 385 | 8 | 0 | 5 | 5 |
| GE | TG190B | 300 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **2,131** | **291** | **674** | **965** |
| LYCOMING | ALF-5C2 SER. | 7500 | 204 | 31 | 40 | 71 |
| LYCOMING | AL503 SER | 7500 | 4 | 1 | 0 | 1 |
| **TOTAL** | | | **208** | **32** | **40** | **72** |
| MICRO | TRS-18 | 800 | 3 | 0 | 3 | 3 |
| **TOTAL** | | | **3** | **0** | **3** | **3** |
| ORENDA | 11 | 750 | 4 | 0 | 4 | 4 |
| ORENDA | 14 | 750 | 5 | 0 | 5 | 5 |
| **TOTAL** | | | **9** | **0** | **9** | **9** |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-JET

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| ORENDO | 10 | 710 | 1 | 0 | 1 | 1 |
| **TOTAL** | | | **1** | **0** | **1** | **1** |
| P & W | JT12A SERIES | 1320 | 10 | 0 | 3 | 3 |
| P & W | JT12A-6 6A | 300 | 366 | 0 | 132 | 132 |
| P & W | JT12A-8 | 330 | 198 | 0 | 90 | 90 |
| P & W | JT15D 5 | 250 | 48 | 0 | 24 | 24 |
| P & W | JT15D-1 | 220 | 481 | 8 | 229 | 237 |
| P & W | JT15D-1A | 220 | 62 | 0 | 31 | 31 |
| P & W | JT15D-4 | 250 | 696 | 1 | 347 | 348 |
| P & W | JT3C-4&6 | 1120 | 46 | 9 | 7 | 16 |
| P & W | JT3D SERIES | 7200 | 136 | 27 | 7 | 34 |
| P & W | JT3D-3&3B | 1800 | 507 | 113 | 14 | 127 |
| P & W | JT4A-3&5 | 1580 | 76 | 15 | 4 | 19 |
| P & W | JT8D SERIES | 7700 | 801 | 357 | 11 | 368 |
| P & W | JT8D-1 | 1400 | 1,853 | 703 | 6 | 709 |
| P & W | JT8D-15 | 1550 | 353 | 138 | 0 | 138 |
| P & W | JT8D-17 SER | 1520 | 264 | 107 | 3 | 110 |
| P & W | JT8D-5 | 1200 | 392 | 144 | 3 | 147 |
| P & W | JT8D-9 SER | 1450 | 1,473 | 579 | 8 | 587 |
| P & W | JT9D SERIES | 2252 | 263 | 77 | 1 | 78 |
| P & W | JT9D-3 SER | 4350 | 497 | 134 | 0 | 134 |
| P & W | J42&J48 SER | 850 | 10 | 3 | 0 | 3 |
| P & W | J57 SER | 7200 | 2 | 0 | 2 | 2 |
| P & W | PT6A-66 SER | 850 | 2 | 0 | 1 | 1 |
| P & W | PW2037 | 2000 | 58 | 29 | 0 | 29 |
| **TOTAL** | | | **8,594** | **2,444** | **923** | **3,367** |
| ROLL-ROYCE | AVON 532R | 1208 | 6 | 0 | 3 | 3 |
| ROLL-ROYCE | MERLIN 114A | 3500 | 1 | 0 | 1 | 1 |
| ROLL-ROYCE | NENE | 510 | 17 | 0 | 17 | 17 |
| ROLL-ROYCE | OLYMPUS 593 | 3135 | 8 | 0 | 2 | 2 |
| ROLL-ROYCE | RB.211 SERIES | 22000 | 97 | 41 | 1 | 42 |
| ROLL-ROYCE | RB-211-22 | 4000 | 263 | 88 | 0 | 88 |
| ROLL-ROYCE | SPEY MK 511-8 | 1140 | 426 | 5 | 207 | 212 |
| ROLL-ROYCE | SPEY 506-14 | 1060 | 118 | 27 | 32 | 59 |
| ROLL-ROYCE | SPEY 555-15 | 985 | 56 | 28 | 0 | 28 |
| ROLL-ROYCE | TAY MK 610-8 | 12420 | 104 | 0 | 52 | 52 |
| ROLL-ROYCE | VIPER MK 601 | 367 | 36 | 0 | 18 | 18 |
| ROLL-ROYCE | VIPER MK521 | 310 | 4 | 0 | 2 | 2 |
| ROLL-ROYCE | VIPER MK522 | 333 | 110 | 0 | 53 | 55 |
| **TOTAL** | | | **1,246** | **189** | **390** | **579** |
| TURBOMECA | MARBORE IIC | 88 | 40 | 0 | 20 | 20 |
| **TOTAL** | | | **40** | **0** | **20** | **20** |
| U/A CANADA | JT15D-1 | 220 | 112 | 0 | 56 | 56 |
| U/A CANADA | JT15D-4 | 250 | 44 | 0 | 22 | 22 |
| **TOTAL** | | | **156** | **0** | **78** | **78** |
| WESTINGHSE | J34WE & J30D | 340 | 4 | 0 | 1 | 1 |
| **TOTAL** | | | **4** | **0** | **1** | **1** |
| WRIGHT | J65-W SERIES | 770 | 2 | 0 | 2 | 2 |
| WRIGHT | R-3350-34&91 | 325 | 8 | 0 | 4 | 4 |
| **TOTAL** | | | **10** | **0** | **6** | **6** |
| UNKNOWN | UNKNOWN-ENG | 0 | 5,177 | 781 | 1,512 | 2,293 |
| **TOTAL** | | | **5,177** | **781** | **1,512** | **2,293** |
| **TOTAL TURBO-JET** | | | **20,448** | **3,994** | **4,716** | **8,710** |

INVENTORY OF AIRCRAFT ENGINES
BY ENGINE MANUFACTURER AND MODEL
TURBO-JET

AS OF DEC 31, 1988

| ENGINE MAKE | ENGINE MODEL | ENGINE POWER | TOTAL ENGINES | AIR CARRIER | GENERAL AVIATION | TOTAL AIRCRAFT |
|---|---|---|---|---|---|---|
| OVERALL TOTALS | | | 311,559 | 5,786 | 257,217 | 263,003 |

# APPENDIX C

## U.S. REGISTERED GENERAL AVIATION AIRCRAFT BY TYPE AND BY, STATE AND COUNTY OF AIRCRAFT OWNER

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE

FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT PISTON | ROTOCRAFT TURB | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | | | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Alabama** | | | | | | | | | | | | | | | | |
| Autauga | 32 | 16 | 11 | | | | 1 | | | | | | | 2 | | 2 |
| Baldwin | 125 | 48 | 51 | 16 | 7 | | 1 | | | | | | | 1 | | 1 |
| Barbour | 19 | 7 | 8 | 2 | | | 1 | | | | 1 | | | | | |
| Bibb | 9 | 1 | 7 | | | | | | | | 1 | | | | | |
| Blount | 20 | 6 | 7 | 4 | | | | | | | | | | 2 | 1 | |
| Bullock | 7 | 2 | 5 | | | | | | | | | | | | | |
| Butler | 13 | 4 | 7 | 2 | | | | | | | | | | | | |
| Calhoun | 65 | 14 | 35 | 9 | 4 | | 1 | | | | 1 | | | 1 | | |
| Chambers | 15 | 10 | 5 | | | | | | | | | | | | | |
| Cherokee | 16 | 8 | 6 | 1 | 1 | | | | | | | | | | | |
| Chilton | 22 | 3 | 16 | 2 | | | | | | | | | | 1 | | |
| Choctaw | 6 | 2 | 4 | | | | | | | | | | | | | |
| Clarke | 6 | 2 | 3 | 1 | | | | | | | | | | | | |
| Clay | 8 | 4 | 3 | | | | | | | | | | | 1 | | |
| Cleburne | 7 | | 5 | 1 | | | 1 | | | | | | | | | |
| Coffee | 85 | 32 | 36 | 7 | 1 | | 1 | | | | | | | 8 | | |
| Colbert | 58 | 14 | 20 | 4 | 5 | | 3 | | | | 2 | | | 3 | 6 | 1 |
| Conecuh | 9 | 5 | 1 | | 1 | | 1 | | | | | | | 1 | | |
| Coosa | 2 | | 1 | | 1 | | | | | | | | | | | |
| Covington | 28 | 11 | 12 | 2 | 2 | | | | | | | | | 1 | | |
| Crenshaw | 9 | 4 | 4 | 1 | | | | | | | | | | | | |
| Cullman | 47 | 17 | 23 | 1 | 1 | | | | | | | | | 5 | | |
| Dale | 115 | 30 | 39 | 7 | 5 | | 2 | | | | 1 | | | 15 | 15 | 1 |
| Dallas | 51 | 23 | 18 | 4 | 2 | | | | | | | | | 3 | 1 | |
| De Kalb | 62 | 27 | 26 | 5 | 3 | | 1 | | | | | | | | | |
| Elmore | 32 | 14 | 12 | 3 | | | | | | | | | | 2 | 1 | |
| Escambia | 51 | 32 | 12 | 1 | | | 1 | | | | | | | 4 | | 1 |
| Etowah | 53 | 16 | 27 | 2 | 2 | | 4 | | | | | | | | | 2 |
| Fayette | 13 | 4 | 9 | | | | | | | | | | | | | |
| Franklin | 10 | 4 | 5 | | | | | | | | | | | 1 | | |
| Geneva | 20 | 13 | 6 | 1 | | | | | | | | | | | | |
| Greene | 5 | 2 | 3 | | | | | | | | | | | | | |
| Hale | 12 | 6 | 2 | 1 | 2 | | | | | | | | | 1 | | |
| Henry | 19 | 6 | 4 | 8 | | | | | | | | | | | | 1 |
| Houston | 121 | 26 | 44 | 13 | 17 | 1 | 11 | 1 | | | 1 | | | 5 | | 2 |
| Jackson | 36 | 16 | 18 | 1 | 1 | | | | | | | | | | | |
| Jefferson | 578 | 138 | 252 | 67 | 19 | | 36 | 4 | | | 29 | 3 | | 6 | 18 | 6 |
| Lamar | 7 | 4 | 1 | | 1 | | 1 | | | | | | | | | |
| Lauderdale | 85 | 37 | 35 | 6 | 2 | | 4 | | | | | | | 1 | | |
| Lawrence | 14 | 6 | 5 | 1 | | | | | | | 1 | | | | | 1 |
| Lee | 42 | 9 | 21 | 4 | 2 | | 4 | | | | | | | | | 2 |
| Limestone | 32 | 11 | 14 | 2 | 2 | | 2 | | | | | | | | 1 | |
| Lowndes | 1 | | 1 | | | | | | | | | | | | | |
| Macon | 10 | 3 | 7 | | | | | | | | | | | | | |
| Madison | 297 | 104 | 138 | 17 | 7 | | 1 | 1 | | | 1 | | | 10 | 2 | 16 |
| Marengo | 8 | 2 | 5 | | | | | | | | | | | 1 | | |
| Marion | 29 | 14 | 7 | 3 | 2 | | | | | 1 | | | | 2 | | |
| Marshall | 47 | 19 | 23 | 2 | 3 | | | | | | | | | | | |
| Mobile | 287 | 95 | 112 | 30 | 19 | | 8 | | | | 6 | | | 10 | 3 | 4 |
| Monroe | 40 | 24 | 10 | 1 | | | 3 | | | | 1 | | | | | 1 |
| Montgomery | 732 | 82 | 564 | 31 | 11 | | 7 | 1 | | | 8 | 2 | | 3 | 4 | 19 |
| Morgan | 83 | 28 | 31 | 6 | 6 | | | | | | 1 | | | 4 | | 7 |
| Perry | 5 | 3 | 2 | | | | | | | | | | | | | |
| Pickens | 6 | 3 | 3 | | | | | | | | | | | | | |
| Pike | 61 | 20 | 21 | 8 | 7 | 1 | | 1 | | | 2 | 1 | | | | |
| Randolph | 15 | 8 | 7 | | | | | | | | | | | | | |
| Russell | 19 | 8 | 6 | 2 | 2 | | 1 | | | | | | | | | |
| Shelby | 67 | 21 | 33 | 8 | 2 | | | | | | | | | 2 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE — FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Alabama** | | | | | | | | | | | | | | | | | |
| St Clair | 28 | 10 | 15 | 2 | 1 | | | | | | | | | | | | |
| Sumter | 17 | 12 | 5 | | | | | | | | | | | | | | |
| Talladega | 34 | 12 | 17 | 4 | 1 | | | | | | | | | | | | |
| Tallapoosa | 31 | 7 | 13 | 4 | | | 3 | | | | 2 | | | | 1 | 1 | |
| Tuscaloosa | 118 | 37 | 54 | 7 | 7 | | 5 | | | | 3 | | | 1 | 2 | 1 | 1 |
| Walker | 46 | 16 | 25 | 2 | 1 | | | | | | | | | | 1 | 1 | |
| Washington | 11 | 7 | 3 | 1 | | | | | | | | | | | | | |
| Wilcox | 9 | 5 | 1 | 1 | 1 | | 1 | | | | | | | | | | |
| Winston | 20 | 8 | 8 | 2 | 2 | | | | | | | | | | | | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | | |
| Unknown | 2 | 1 | | | | | 1 | | | | | | | | | | |
| Unknown | 1 | | | | 1 | | | | | | | | | | | | |
| **State Tot** | **3991** | **1184** | **1934** | **310** | **154** | **2** | **106** | **8** | | **1** | **61** | **6** | **1** | **99** | **55** | **70** | |
| **Alaska** | | | | | | | | | | | | | | | | | |
| Aleutian I | 52 | 18 | 25 | 3 | 4 | 1 | | | | | | | | | 1 | | |
| Anchorage | 3474 | 1387 | 1704 | 87 | 55 | 13 | 8 | 13 | 4 | 3 | | 3 | 3 | | 24 | 135 | 35 |
| Barrow Div | 46 | 7 | 30 | 1 | 4 | | | 1 | 1 | | | | | | | 2 | |
| Bethel Div | 285 | 86 | 174 | 9 | 2 | | 8 | | | | | | | | 2 | 3 | 1 |
| Bristol Ba | 124 | 54 | 61 | 2 | 6 | | 1 | | | | | | | | | | |
| Bristol Ba | 299 | 115 | 167 | 5 | 10 | | | | | | | | | | 2 | | |
| Cordova Mc | 87 | 45 | 38 | | 1 | | | | | | | | | | 1 | 2 | |
| Fairbanks | 933 | 382 | 481 | 22 | 27 | 2 | 1 | | 2 | | | | | | 8 | 4 | 4 |
| Haines Div | 47 | 7 | 35 | 2 | 2 | | | | | | | | | | | 1 | |
| Juneau Div | 301 | 85 | 197 | 7 | 4 | | 1 | | | | | | | | 3 | 4 | |
| Kenai Cook | 1025 | 437 | 505 | 32 | 19 | 3 | 1 | 7 | 2 | | | | | | 4 | 15 | |
| Ketchikan | 162 | 33 | 87 | 2 | 2 | | 2 | 1 | | | | | | | 1 | 34 | |
| Kobuk Div | 102 | 47 | 49 | 2 | 2 | | | | | | | | | | 1 | | 1 |
| Kodiak Div | 131 | 53 | 69 | 4 | 1 | | | 1 | | | | | | | 3 | | |
| Kuskokwim | 104 | 44 | 56 | 3 | | | | | | | | | | | 1 | | |
| Matanuska | 727 | 372 | 328 | 9 | 4 | | | | | 1 | | | | | 4 | 5 | 4 |
| Nome Div | 165 | 53 | 81 | 8 | 13 | | | | | | | | | | 8 | 1 | 1 |
| Outer Ketc | 5 | | 5 | | | | | | | | | | | | | | |
| Prince Of | 11 | 6 | 5 | | | | | | | | | | | | | | |
| Se Fairban | 119 | 59 | 56 | 1 | 1 | | | | | | | | | | | 2 | |
| Seward Div | 49 | 19 | 27 | 2 | 1 | | | | | | | | | | | | |
| Sitka Div | 48 | 15 | 25 | 3 | | 1 | | | | | | | | | 1 | 3 | |
| Skagway Ya | 54 | 12 | 40 | 1 | 1 | | | | | | | | | | | | |
| Thorne Bay | 1 | | 1 | | | | | | | | | | | | | | |
| Upper Yuko | 48 | 19 | 28 | | 1 | | | | | | | | | | | | |
| Valdez Chi | 158 | 92 | 58 | 1 | 4 | | | | | | | | | | 2 | 1 | |
| Wade Hampt | 21 | 8 | 13 | | | | | | | | | | | | | | |
| Wrangel Pt | 67 | 21 | 42 | 1 | 3 | | | | | | | | | | | | |
| Yukon KO | 175 | 86 | 82 | 4 | 1 | | | | | | | | | | 2 | | |
| Unknown | 4 | | 3 | | | | | | | | | | | | | 1 | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | | |
| Unknown | 4 | 1 | 3 | | | | | | | | | | | | | | |
| **State Tot** | **8830** | **3564** | **4478** | **211** | **168** | **20** | **22** | **23** | **9** | **3** | **1** | **3** | **3** | | **67** | **214** | **46** |
| **Arizona** | | | | | | | | | | | | | | | | | |
| Apache | 66 | 19 | 35 | 1 | 3 | | | 2 | | | | | | | 2 | 2 | 2 |
| Cochise | 199 | 60 | 111 | 9 | 8 | | | | | 1 | | | | | 5 | | 5 |
| Coconino | 265 | 52 | 167 | 16 | 8 | 1 | | 2 | 2 | | | | | | 3 | 5 | 9 |
| Gila | 87 | 23 | 56 | 4 | 2 | 1 | | | | | | | | | 1 | | |
| Graham | 39 | 12 | 21 | 5 | | | | | | | | | | | | 1 | |
| Greenlee | 5 | | 5 | | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31,1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Arizona** | | | | | | | | | | | | | | | | | |
| La Paz | 63 | 13 | 33 | 11 | 1 | | | 1 | | | | | | | 1 | 2 | 1 |
| Maricopa | 3367 | 932 | 1559 | 242 | 82 | 21 | 6 | 44 | 10 | 2 | 7 | 30 | 7 | | 81 | 68 | 276 |
| Mohave | 272 | 64 | 157 | 24 | 12 | 1 | | 1 | | | | 1 | | | 9 | 1 | 2 |
| Navajo | 81 | 9 | 57 | 2 | 12 | | | | | | | | | | | | 1 |
| Pima | 919 | 279 | 432 | 57 | 19 | 11 | | 7 | | 6 | 1 | 5 | | | 22 | 9 | 71 |
| Pinal | 228 | 97 | 95 | 8 | 8 | | 5 | 2 | | | | | | | 5 | | 8 |
| Santa Cruz | 43 | 8 | 21 | 8 | 1 | | | 2 | | | | | | | 2 | | 1 |
| Yavapai | 332 | 96 | 198 | 16 | 4 | | | | | | | | | | 3 | 1 | 14 |
| Yuma | 228 | 71 | 124 | 12 | 4 | | | 2 | | | | | | | 12 | | 3 |
| **State Tot** | **6194** | **1735** | **3071** | **415** | **164** | **35** | **11** | **63** | **12** | **9** | **8** | **36** | **7** | | **146** | **89** | **393** |
| **Arkansas** | | | | | | | | | | | | | | | | | |
| Arkansas | 122 | 91 | 25 | 3 | 2 | | | | | | | | | | | | 1 |
| Ashley | 42 | 19 | 14 | 4 | 2 | | 1 | 1 | | | | 1 | | | | | |
| Baxter | 38 | 13 | 21 | 1 | 2 | | | | | | | | | | | | 1 |
| Benton | 141 | 25 | 65 | 11 | 18 | | | 15 | 1 | | | 3 | | | 3 | | |
| Boone | 43 | 12 | 22 | 4 | 3 | | | 1 | | | | | | | 1 | | |
| Bradley | 10 | 4 | 1 | 4 | | | | 1 | | | | | | | | | |
| Calhoun | 2 | 1 | 1 | | | | | | | | | | | | | | |
| Carroll | 20 | 10 | 7 | 1 | 2 | | | | | | | | | | | | |
| Chicot | 43 | 35 | 7 | | | | | 1 | | | | | | | | | |
| Clark | 30 | 10 | 12 | 3 | 1 | | | 1 | 1 | | | | | | 1 | | 1 |
| Clay | 35 | 19 | 10 | 2 | 1 | | | | | | | | | | 3 | | |
| Cleburne | 26 | 9 | 12 | 2 | 2 | | | 1 | | | | | | | | | |
| Cleveland | 1 | | 1 | | | | | | | | | | | | | | |
| Columbia | 13 | 3 | 4 | 4 | 1 | | | 1 | | | | | | | | | |
| Conway | 20 | 9 | 10 | 1 | | | | | | | | | | | | | |
| Craighead | 128 | 52 | 44 | 12 | 4 | | | 7 | | | | 3 | | | 4 | | 2 |
| Crawford | 17 | 6 | 8 | 3 | | | | | | | | | | | | | |
| Crittenden | 60 | 16 | 19 | 4 | 8 | | 2 | 1 | | | | 1 | | | 8 | | 1 |
| Cross | 39 | 27 | 7 | 2 | | | 1 | | | | | | | | 2 | | |
| Dallas | 7 | 2 | 5 | | | | | | | | | | | | | | |
| Desha | 47 | 31 | 14 | 1 | | | | | | | | | | | 1 | | |
| Drew | 18 | 8 | 9 | 1 | | | | | | | | | | | | | |
| Faulkner | 63 | 32 | 23 | 2 | 2 | | | 3 | | | | | | | 1 | | |
| Franklin | 7 | 2 | 4 | 1 | | | | | | | | | | | | | |
| Fulton | 12 | 5 | 5 | 2 | | | | | | | | | | | | | |
| Garland | 71 | 15 | 38 | 11 | 4 | | | 1 | | | | | | | 1 | 1 | |
| Grant | 7 | 2 | 5 | | | | | | | | | | | | | | |
| Greene | 42 | 18 | 16 | 5 | | | 1 | | | | | | | | 1 | 1 | |
| Hempstead | 10 | 4 | 5 | 1 | | | | | | | | | | | | | |
| Hot Spring | 19 | 5 | 10 | 1 | 2 | | | | | | | | | | 1 | | |
| Howard | 15 | 4 | 5 | 4 | 2 | | | | | | | | | | | | |
| Independen | 47 | 20 | 18 | 2 | 4 | | | 1 | | | | | | | | | 2 |
| Izard | 27 | 8 | 14 | 1 | 2 | | | | | | | 1 | | | | 1 | |
| Jackson | 37 | 21 | 13 | 1 | | | | | | | | | | | 2 | | |
| Jefferson | 95 | 49 | 31 | 1 | 10 | | | | | | | 1 | | | 3 | | |
| Johnson | 19 | 6 | 10 | 3 | | | | | | | | | | | | | |
| Lafayette | 19 | 12 | 6 | | | | | 1 | | | | | | | | | |
| Lawrence | 58 | 32 | 15 | 2 | | | | | | | | | | | 8 | 1 | |
| Lee | 12 | 7 | 4 | | | | 1 | | | | | | | | | | |
| Lincoln | 27 | 22 | 5 | | | | | | | | | | | | | | |
| Little Riv | 15 | 9 | 6 | | | | | | | | | | | | | | |
| Logan | 19 | 4 | 12 | 1 | 1 | | | 1 | | | | | | | | | |
| Lonoke | 85 | 56 | 22 | 3 | 3 | | | | | | | | | | 1 | | |
| Madison | 13 | 3 | 9 | 1 | | | | | | | | | | | | | |
| Marion | 22 | 4 | 11 | 5 | 1 | | | 1 | | | | | | | | | |
| Miller | 7 | 3 | 1 | 2 | | | | | | | | 1 | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Arkansas** | | | | | | | | | | | | | | | | |
| Mississipp | 71 | 38 | 29 | 4 | | | | | | | | | | | | |
| Monroe | 37 | 21 | 10 | 1 | 5 | | | | | | | | | | | |
| Montgomery | 5 | 1 | 4 | | | | | | | | | | | | | |
| Newton | 9 | 4 | 4 | | 1 | | | | | | | | | | | |
| Ouachita | 18 | 4 | 8 | 1 | 2 | | | | | 1 | | | | 1 | | 1 |
| Perry | 6 | 3 | 3 | | | | | | | | | | | | | |
| Phillips | 33 | 17 | 11 | 1 | | 4 | | | | | | | | | | |
| Pike | 4 | | 3 | | | | | | | | | | | 1 | | |
| Poinsett | 49 | 31 | 12 | 1 | | 1 | | | | | | | | 4 | | |
| Polk | 47 | 21 | 14 | 3 | 3 | | | | | | | | | 5 | | 1 |
| Pope | 40 | 11 | 22 | 4 | | | | | | | | | | 1 | | 2 |
| Prairie | 42 | 33 | 9 | | | | | | | | | | | | | |
| Pulaski | 451 | 140 | 176 | 60 | 12 | 1 | 25 | | | | 12 | 1 | 1 | 9 | 2 | 10 |
| Randolph | 12 | 5 | 3 | 1 | | | | | | | | | | 2 | | 1 |
| Saline | 28 | 6 | 20 | 1 | 1 | | | | | | | | | | | |
| Scott | 8 | 4 | 3 | 1 | | | | | | | | | | | | |
| Searcy | 5 | 3 | 1 | | | | | | | | | | | | | 1 |
| Sebastian | 105 | 29 | 41 | 10 | 5 | | 8 | | | | 4 | | | 4 | | 4 |
| Sevier | 15 | 5 | 9 | 1 | | | | | | | | | | | | |
| Sharp | 16 | 6 | 6 | 2 | 1 | | 1 | | | | | | | | | |
| St Francis | 34 | 23 | 9 | 1 | 1 | | | | | | | | | | | |
| Stone | 19 | 9 | 8 | 1 | | | 1 | | | | | | | | | |
| Union | 71 | 15 | 36 | 9 | 4 | | 2 | | | | 3 | | | | | 2 |
| Van Buren | 25 | 4 | 11 | 4 | 2 | | 3 | | | | | | | 1 | | |
| Washington | 172 | 56 | 59 | 13 | 31 | | 7 | 1 | | | 3 | 1 | | 1 | | |
| White | 62 | 30 | 19 | 6 | 2 | | 1 | | | | | | | 2 | | 2 |
| Woodruff | 34 | 23 | 4 | 2 | 2 | 3 | | | | | | | | | | |
| Yell | 12 | 4 | 7 | | | | | | | | | | | 1 | | |
| Unknown | 1 | | | | 1 | | | | | | | | | | | |
| **State Tot** | **3081** | **1291** | **1149** | **239** | **150** | **15** | **86** | **3** | | **1** | **33** | **2** | **1** | **73** | **6** | **32** |
| **California** | | | | | | | | | | | | | | | | |
| Alameda | 1277 | 406 | 612 | 71 | 39 | 2 | 11 | 2 | | 4 | 8 | 6 | | 18 | 13 | 85 |
| Alpine | 4 | 2 | 1 | | | | | | | | | 1 | | | | |
| Amador | 96 | 37 | 48 | 10 | | | | | | | | | | | | 1 |
| Butte | 388 | 148 | 162 | 28 | 12 | 12 | 2 | | | | | | | 13 | 3 | 8 |
| Calaveras | 87 | 43 | 35 | 3 | | | | | | | | | | 1 | 2 | 3 |
| Colusa | 128 | 80 | 39 | 4 | 1 | | 1 | | | | | | | 2 | 1 | |
| Contra Cos | 829 | 237 | 443 | 57 | 32 | | 5 | 1 | | | 5 | 1 | | 16 | 8 | 24 |
| Del Norte | 31 | 11 | 15 | 2 | 2 | | | | | | | | | 1 | | |
| El Dorado | 342 | 90 | 224 | 14 | 4 | | 1 | | | | | | | 1 | | 8 |
| Fresno | 854 | 285 | 404 | 46 | 19 | 7 | 16 | | | | 3 | 1 | | 27 | 23 | 23 |
| Glenn | 105 | 45 | 52 | | | 1 | | | | | | | | 5 | 1 | 1 |
| Humboldt | 179 | 58 | 96 | 9 | 7 | | 2 | | | | | | | 3 | 1 | 3 |
| Imperial | 247 | 114 | 100 | 17 | 2 | 1 | 1 | | | | | | | 6 | 3 | 3 |
| Inyo | 75 | 14 | 50 | 5 | 1 | | | | | | | | | | | 5 |
| Kern | 996 | 357 | 415 | 57 | 31 | 5 | 10 | 3 | | 12 | 6 | 3 | 1 | 33 | 16 | 47 |
| Kings | 158 | 60 | 72 | 13 | 4 | 2 | 1 | | | | 1 | | | 1 | | 4 |
| Lake | 123 | 39 | 63 | 10 | 4 | | | | | | | | | 4 | 2 | 1 |
| Lassen | 40 | 13 | 23 | 2 | 2 | | | | | | | | | | | |
| Los Angele | 7134 | 1897 | 3528 | 483 | 285 | 9 | 2 | 99 | 25 | 8 | 7 | 92 | 42 | 12 | 147 | 210 | 288 |
| Madera | 128 | 62 | 53 | 7 | 2 | | | 1 | | | | | | | 1 | 1 | 1 |
| Marin | 445 | 139 | 249 | 21 | 10 | | | 1 | | | | 2 | | | 1 | 5 | 17 |
| Mariposa | 42 | 19 | 20 | 1 | | | | | | | | | | | | | 2 |
| Mendocino | 195 | 66 | 109 | 10 | 4 | | | | | | | | | | 2 | | 4 |
| Merced | 280 | 118 | 118 | 12 | 3 | | | 4 | | | | 2 | | | 15 | 4 | 4 |
| Modoc | 31 | 8 | 22 | | | | | | | | | | | | 1 | | |
| Mono | 43 | 1 | 32 | 5 | 1 | | | 1 | | | | | | | | 3 | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **California** | | | | | | | | | | | | | | | | |
| Monterey | 477 | 145 | 226 | 43 | 15 | | 7 | 1 | | | 8 | 1 | | 23 | 2 | 6 |
| Napa | 260 | 73 | 100 | 17 | 8 | | 5 | | | | | | | 3 | 1 | 53 |
| Nevada | 208 | 57 | 117 | 18 | 4 | | 1 | | | | | | | 3 | 1 | 7 |
| Orange | 2751 | 687 | 1415 | 193 | 90 | 2 | 41 | 7 | 5 | 32 | 36 | 5 | | 50 | 39 | 147 |
| Placer | 325 | 90 | 195 | 13 | 9 | | 1 | | | | | | | 4 | | 13 |
| Plumas | 55 | 11 | 39 | 1 | 2 | | | | | | | | | | | 2 |
| Riverside | 1369 | 440 | 631 | 86 | 41 | 4 | 6 | 4 | | | 6 | | 1 | 31 | 17 | 98 |
| Sacramento | 1214 | 343 | 611 | 106 | 33 | | 24 | | | 1 | 10 | 1 | 1 | 15 | 33 | 36 |
| San Benito | 81 | 33 | 35 | 2 | 3 | | 3 | | | | 2 | | | 1 | | 2 |
| San Bernar | 1568 | 447 | 812 | 95 | 47 | | 11 | 3 | 1 | 2 | 3 | | 1 | 46 | 37 | 60 |
| San Diego | 2575 | 777 | 1227 | 162 | 66 | 1 | 22 | 1 | | 1 | 22 | 6 | 3 | 76 | 54 | 157 |
| San Franci | 443 | 93 | 176 | 23 | 27 | | 14 | 8 | | 1 | 20 | 15 | 1 | 8 | 45 | 12 |
| San Joaqui | 460 | 166 | 213 | 19 | 16 | | 4 | | | | | 1 | 1 | 25 | 3 | 11 |
| San Luis O | 481 | 153 | 239 | 37 | 14 | | 3 | | | 1 | | | | 11 | 9 | 13 |
| San Mateo | 833 | 257 | 432 | 50 | 26 | | 13 | 6 | | 4 | 8 | 1 | 2 | 6 | 2 | 26 |
| Santa Barb | 662 | 197 | 318 | 55 | 17 | | 10 | 3 | 2 | 1 | 1 | 1 | | 17 | 5 | 35 |
| Santa Clar | 2034 | 582 | 1083 | 120 | 59 | 1 | 20 | 2 | 1 | 2 | 20 | 5 | 6 | 29 | 22 | 82 |
| Santa Cruz | 354 | 134 | 193 | 6 | 6 | | 2 | | | | 1 | | | 5 | 2 | 5 |
| Shasta | 309 | 97 | 168 | 13 | 16 | | | | | 1 | | | | 4 | 7 | 3 |
| Sierra | 9 | 2 | 7 | | | | | | | | | | | | | |
| Siskiyou | 142 | 53 | 69 | 8 | 2 | | | | | | | | | 4 | | 6 |
| Solano | 352 | 134 | 175 | 10 | 6 | | 1 | | | 1 | 1 | | | 2 | | 22 |
| Sonoma | 718 | 264 | 348 | 36 | 18 | | 4 | | | | 3 | | | 5 | 4 | 36 |
| Stanislaus | 400 | 154 | 192 | 27 | 7 | | 3 | | | | | | | 9 | 3 | 5 |
| Sutter | 190 | 90 | 73 | 7 | 1 | 1 | 1 | | | | | | | 6 | 7 | 4 |
| Tehama | 87 | 43 | 37 | 5 | | | | | | | | | | 1 | 1 | |
| Trinity | 53 | 18 | 30 | 4 | | | | | | | | | | | 1 | |
| Tulare | 479 | 173 | 207 | 31 | 8 | 2 | 1 | 7 | 1 | | 1 | | | 32 | 5 | 11 |
| Tuolumne | 189 | 64 | 104 | 6 | 4 | | | 1 | | | | | | 5 | 2 | 3 |
| Ventura | 1033 | 366 | 505 | 60 | 37 | | | 9 | | | 3 | 1 | | 10 | 25 | 17 |
| Yolo | 292 | 108 | 130 | 24 | 2 | | 1 | 2 | | | 2 | 1 | | 6 | | 16 |
| Yuba | 115 | 51 | 47 | 5 | 1 | | 2 | 1 | | | | | | 1 | 1 | 6 |
| Unknown | 3 | | 2 | | | | | | | | 1 | | | | | |
| Unknown | 1 | | | 1 | | | | | | | | | | | | |
| Unknown | 3 | 3 | | | | | | | | | | | | | | |
| Unknown | 1 | | | 1 | | | | | | | | | | | | |
| Unknown | 2 | 1 | 1 | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **34786** | **10655** | **17143** | **2171** | **1050** | **33** | **30** | **372** | **67** | **21** | **70** | **267** | **92** | **29** | **736** | **624** | **1426** |
| **Colorado** | | | | | | | | | | | | | | | | |
| Adams | 391 | 145 | 191 | 14 | 9 | | | 5 | | | | 3 | | | 4 | 1 | 19 |
| Alamosa | 26 | 9 | 12 | 2 | | | | | | | | | | | 1 | | 2 |
| Arapahoe | 479 | 101 | 245 | 35 | 14 | | | 7 | | | 1 | 17 | 4 | | 5 | 2 | 48 |
| Archuleta | 27 | 2 | 16 | 2 | 2 | | | | | | | | | | 2 | | 3 |
| Baca | 18 | 9 | 7 | | | | | | | | | | | | 2 | | |
| Bent | 13 | 6 | 5 | 1 | 1 | | | | | | | | | | | | |
| Boulder | 545 | 138 | 252 | 41 | 6 | | | 10 | | | 1 | 1 | | 1 | 14 | 9 | 72 |
| Chaffee | 26 | 3 | 19 | 3 | | | | | | | | | | | | | 1 |
| Cheyenne | 7 | 4 | 3 | | | | | | | | | | | | | | |
| Clear Cree | 7 | 2 | 5 | | | | | | | | | | | | | | |
| Conejos | 4 | 2 | 2 | | | | | | | | | | | | | | |
| Costilla | 4 | 2 | 2 | | | | | | | | | | | | | | |
| Crowley | 1 | 1 | | | | | | | | | | | | | | | |
| Custer | 9 | 1 | 6 | 2 | | | | | | | | | | | | | |
| Delta | 52 | 12 | 26 | 6 | 1 | | | | | | | | | | 3 | | 4 |
| Denver | 796 | 169 | 402 | 48 | 19 | 1 | | 20 | 3 | | | 17 | 8 | 1 | 12 | 23 | 73 |
| Dolores | 5 | 2 | 3 | | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT PISTON | ROTOCRAFT TURB | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | | | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Colorado** | | | | | | | | | | | | | | | | |
| Douglas | 90 | 26 | 51 | 4 | 5 | | | | | | | | | | | 4 |
| Eagle | 49 | 3 | 33 | 2 | 1 | | 1 | | | 1 | 1 | | | 1 | | 6 |
| El Paso | 580 | 154 | 278 | 29 | 8 | 1 | 6 | 3 | | | 6 | 4 | 1 | 5 | 7 | 78 |
| Elbert | 40 | 17 | 16 | 2 | | | | | | | | | | | 1 | 4 |
| Fremont | 30 | 8 | 19 | 2 | | | 1 | | | | | | | 1 | | 3 |
| Garfield | 68 | 14 | 42 | 4 | 4 | | | | | | | | | | | |
| Gilpin | 3 | 1 | 2 | | | | | | | | | | | | 1 | |
| Grand | 20 | 4 | 13 | 2 | | | | | | | | | | | | 4 |
| Gunnison | 35 | 6 | 19 | 4 | 1 | | | | | | | 1 | | | | |
| Hinsdale | 4 | | 4 | | | | | | | | | | | | | |
| Huerfano | 5 | | 4 | 1 | | | | | | | | | | | | |
| Jefferson | 284 | 79 | 128 | 16 | 10 | | 1 | | | | 2 | 1 | | 3 | 8 | 36 |
| Kiowa | 18 | 9 | 7 | 2 | | | | | | | | | | | | |
| Kit Carson | 35 | 19 | 16 | | | | | | | | | | | | | |
| La Plata | 80 | 18 | 48 | 2 | 2 | | 1 | | | | | | | | 3 | 6 |
| Lake | 3 | 2 | 1 | | | | | | | | | | | | | |
| Larimer | 192 | 55 | 92 | 8 | 4 | 1 | 3 | | | | 1 | | | | 11 | 17 |
| Las Animas | 14 | 5 | 7 | 1 | | | | | | | | | | | 1 | |
| Lincoln | 25 | 7 | 17 | | | | | | | | | | | 1 | | |
| Logan | 43 | 15 | 22 | 1 | 1 | | | | | | | | | | | 4 |
| Mesa | 147 | 29 | 83 | 12 | 8 | | 2 | | | | | | | 2 | | 11 |
| Mineral | 1 | | | | 1 | | | | | | | | | | | |
| Moffat | 31 | 14 | 11 | | | | | | | | | | | 6 | | |
| Montezuma | 43 | 11 | 25 | 2 | | | 2 | | | | | | | | | 3 |
| Montrose | 84 | 17 | 48 | 5 | 1 | | 2 | | | | | | | 9 | | 2 |
| Morgan | 39 | 20 | 16 | 1 | 1 | | | | | | | | | 1 | | |
| Otero | 36 | 19 | 13 | 1 | | | | | | | | | | 2 | | 1 |
| Ouray | 4 | 2 | | 1 | 1 | | | | | | | | | | | |
| Park | 6 | 3 | 2 | | | | | | | | | | | | | 1 |
| Phillips | 15 | 6 | 7 | 1 | 1 | | | | | | | | | | | |
| Pitkin | 123 | 22 | 52 | 7 | 3 | | 3 | | | | 6 | | | 1 | 1 | 28 |
| Prowers | 52 | 11 | 29 | 1 | 6 | | 4 | | | | | | | | | 1 |
| Pueblo | 84 | 21 | 48 | 3 | 1 | | 2 | | | | | | | 2 | | 7 |
| Rio Blanco | 31 | 7 | 21 | 2 | | | | | | | | | | 1 | | |
| Rio Grande | 54 | 21 | 22 | 4 | | | | | | | | | | | | 7 |
| Routt | 59 | 9 | 25 | 3 | 2 | | 1 | | | | | | | 1 | | 18 |
| Saguache | 16 | 7 | 7 | 1 | | | | | | | | | | | | 1 |
| San Juan | 4 | | 4 | | | | | | | | | | | | | |
| San Miguel | 16 | 2 | 9 | 1 | 1 | | | | | | | | | 1 | | 2 |
| Sedgwick | 1 | | 1 | | | | | | | | | | | | | |
| Summit | 16 | 3 | 9 | 2 | | | | | | | | | | | | 2 |
| Teller | 18 | 1 | 11 | | | | | | | | | | | 6 | | |
| Washington | 31 | 8 | 21 | | 1 | | | | | | | | | | | 1 |
| Weld | 275 | 127 | 106 | 11 | 4 | | 3 | | | | 2 | | | 3 | 6 | 13 |
| Yuma | 82 | 32 | 48 | 1 | | | | | | | | | | 1 | | |
| Unknown | 2 | 1 | 1 | | | | | | | | | | | | | |
| **State Tot** | **5298** | **1443** | **2634** | **293** | **119** | **3** | **74** | **6** | | **3** | **56** | **18** | **3** | **90** | **74** | **482** |
| **Connecticu** | | | | | | | | | | | | | | | | |
| Fairfield | 696 | 161 | 288 | 46 | 15 | | 30 | 8 | | | 22 | 29 | 6 | 7 | 40 | 44 |
| Hartford | 653 | 156 | 296 | 38 | 12 | | 9 | 3 | | | 12 | 9 | 4 | 4 | 48 | 62 |
| Litchfield | 206 | 93 | 90 | 8 | 3 | | | | | | | 1 | | 2 | | 9 |
| Middlesex | 140 | 49 | 69 | 6 | 10 | | 1 | | | | | | | 1 | | 4 |
| New Haven | 408 | 143 | 197 | 22 | 5 | | 3 | 1 | | | 2 | 1 | | 5 | 7 | 22 |
| New London | 213 | 66 | 102 | 16 | 2 | | | 3 | | | 1 | | | 8 | | 15 |
| Tolland | 159 | 61 | 76 | 3 | 3 | | 3 | | | | 1 | | | 3 | 1 | 8 |
| Windham | 101 | 47 | 45 | 3 | 3 | | 1 | | | | | | | 2 | | |
| Unknown | 1 | | | | | | | | | | | 1 | | | | |
| **State Tot** | **2577** | **776** | **1163** | **142** | **53** | | **47** | **15** | | | **38** | **41** | **10** | **32** | **96** | **184** |
| **Delaware** | | | | | | | | | | | | | | | | |
| Kent | 428 | 87 | 162 | 46 | 25 | 1 | 32 | 3 | | | 33 | 13 | 3 | 2 | 16 | 5 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 2 ENGINE 7+ PLACE | 3+ENG | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | | |
| **Delaware** | | | | | | | | | | | | | | | | |
| New Castle | 1607 | 183 | 611 | 216 | 134 | 13 | 1 116 | 16 | 1 | 2 | 142 | 45 | 21 | | 16 | 43 47 |
| Sussex | 222 | 57 | 110 | 14 | 21 | | 11 | | | | 4 | | | | | 2 3 |
| Unknown | 3 | | 1 | | 2 | | | | | | | | | | | |
| **State Tot** | **2260** | **327** | **884** | **276** | **182** | **13** | **2 159** | **19** | **1** | **2** | **179** | **58** | **24** | | **18** | **61 55** |
| **Dist Of C** | | | | | | | | | | | | | | | | |
| Dist Of Co | 535 | 78 | 150 | 55 | 16 | 4 | 8 36 | 41 | 2 | | 37 | 19 | 8 | | 1 | 56 24 |
| **State Tot** | **535** | **78** | **150** | **55** | **16** | **4** | **8 36** | **41** | **2** | | **37** | **19** | **8** | | **1** | **56 24** |
| **Florida** | | | | | | | | | | | | | | | | |
| Alachua | 221 | 74 | 95 | 18 | 9 | | 10 | 1 | 1 | | 3 | 1 | | | 2 | 1 6 |
| Baker | 18 | 7 | 11 | | | | | | | | | | | | | |
| Bay | 200 | 57 | 90 | 24 | 15 | | 2 | | | | | | | | 10 | 2 |
| Bradford | 11 | 4 | 6 | | | | | | | | | | | | 1 | |
| Brevard | 646 | 202 | 322 | 52 | 41 | | 5 | | | | 5 | 2 | 1 | | 9 | 2 5 |
| Broward | 1708 | 369 | 619 | 294 | 221 | 13 | 1 35 | 13 | | 1 | 37 | 6 | 1 | | 31 | 39 28 |
| Calhoun | 14 | 5 | 8 | 1 | | | | | | | | | | | | |
| Charlotte | 109 | 38 | 45 | 11 | 9 | 2 | 1 | | | | | | | | 2 | 1 |
| Citrus | 99 | 33 | 57 | 3 | | | 1 | | | | | | | | 2 | 3 |
| Clay | 122 | 47 | 44 | 16 | 8 | | 2 | | | | | | | | 2 | 3 |
| Collier | 301 | 78 | 118 | 40 | 29 | | 10 | | | | 6 | | | | 10 | 6 4 |
| Columbia | 58 | 12 | 33 | 8 | 4 | | 1 | | | | | | | | | |
| Dade | 2737 | 595 | 807 | 477 | 454 | 47 | 75 | 14 | 4 | 4 | 48 | 7 | 22 | | 62 | 64 57 |
| De Soto | 63 | 30 | 20 | 4 | 1 | | | | | | | | | | 2 | 1 5 |
| Dixie | 5 | 2 | 2 | 1 | | | | | | | | | | | | |
| Duval | 597 | 158 | 216 | 48 | 34 | | 31 | | | | 54 | 1 | 1 | | 15 | 4 35 |
| Escambia | 231 | 71 | 124 | 18 | 8 | | 2 | | | | | | | | 1 | 7 |
| Flagler | 8 | 2 | 4 | 1 | 1 | | | | | | | | | | | |
| Franklin | 9 | 4 | 5 | | | | | | | | | | | | | |
| Gadsden | 32 | 20 | 7 | 1 | 1 | | | | | | | | | | 2 | 1 |
| Gilchrist | 6 | 2 | 4 | | | | | | | | | | | | | |
| Glades | 14 | 5 | 7 | 1 | | | | | | | | | | | | 1 |
| Gulf | 7 | 3 | 4 | | | | | | | | | | | | | |
| Hamilton | 15 | 1 | 8 | 3 | 1 | | | | | | | | | | | 1 1 |
| Hardee | 44 | 11 | 18 | 6 | 2 | | | | | | | | | | 5 | 2 |
| Hendry | 87 | 26 | 32 | 9 | | | 3 | | | | | | | | 6 | 10 1 |
| Hernando | 40 | 16 | 16 | 2 | | | | | | | | | | | 5 | 1 |
| Highlands | 139 | 51 | 60 | 8 | 12 | | | | | | | | | | 3 | 5 |
| Hillsborou | 758 | 142 | 340 | 80 | 58 | | 14 | 1 | | | 7 | 2 | | | 29 | 29 56 |
| Holmes | 11 | 5 | 5 | 1 | | | | | | | | | | | | |
| Indian Riv | 399 | 99 | 192 | 59 | 22 | | 8 | | | | 2 | | | | 11 | 2 4 |
| Jackson | 45 | 19 | 19 | 2 | 4 | | | | | | 1 | | | | | |
| Jefferson | 8 | 3 | 3 | 1 | | | | | | | | | | | 1 | |
| Lafayette | 2 | | 2 | | | | | | | | | | | | | |
| Lake | 237 | 73 | 119 | 16 | 8 | 1 | 4 | | | | 1 | | | | 7 | 1 7 |
| Lee | 355 | 95 | 172 | 32 | 14 | | 5 | | | | 4 | | | | 16 | 8 9 |
| Leon | 230 | 51 | 125 | 18 | 8 | | 7 | | | 2 | 2 | | | | 3 | 9 5 |
| Levy | 45 | 12 | 28 | 4 | | | 1 | | | | | | | | | |
| Liberty | 1 | | 1 | | | | | | | | | | | | | |
| Madison | 11 | 2 | 6 | 3 | | | | | | | | | | | | |
| Manatee | 179 | 55 | 86 | 18 | 6 | | 1 | 1 | | | | | | | 6 | 2 4 |
| Marion | 292 | 120 | 111 | 20 | 12 | | 3 | 3 | | | 4 | | | | 6 | 13 |
| Martin | 180 | 37 | 92 | 29 | 13 | | | | | | | | | | 2 | 3 4 |
| Monroe | 243 | 59 | 131 | 28 | 16 | | | | | | | | | | 6 | 1 2 |
| Nassau | 57 | 22 | 30 | 5 | | | | | | | | | | | | |
| Okaloosa | 209 | 81 | 91 | 20 | 7 | | 4 | | | | | | | | 3 | 3 |
| Okeechobee | 109 | 40 | 55 | 4 | 2 | | 1 | 1 | | | | | | | 2 | 4 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Florida** | | | | | | | | | | | | | | | | |
| Orange | 984 | 272 | 374 | 106 | 28 | 1 | 18 | 3 | | | 11 | 3 | | 101 | 11 | 56 |
| Osceola | 117 | 32 | 53 | 17 | 2 | | | | | 2 | 1 | | | 3 | 1 | 6 |
| Palm Beach | 1062 | 278 | 441 | 139 | 91 | 1 | 22 | 7 | | | 16 | 5 | 1 | 13 | 21 | 27 |
| Pasco | 182 | 49 | 91 | 12 | 9 | | 3 | | | | | | | 8 | 5 | 5 |
| Pinellas | 773 | 213 | 354 | 70 | 34 | | 16 | 1 | | 1 | 9 | 2 | | 28 | 26 | 19 |
| Polk | 506 | 188 | 208 | 42 | 20 | 2 | 8 | | | | 2 | | 1 | 11 | 4 | 20 |
| Putnam | 70 | 21 | 33 | 8 | 4 | | 1 | | | | | | | 1 | | 2 |
| Santa Rosa | 87 | 54 | 26 | 4 | 2 | | | | | | | | | 1 | | |
| Sarasota | 351 | 86 | 155 | 53 | 12 | 1 | 4 | 7 | | | 9 | | | 9 | 4 | 10 |
| Seminole | 250 | 66 | 104 | 30 | 20 | | 3 | | | | 5 | | | 8 | 2 | 12 |
| St Johns | 93 | 36 | 44 | 2 | 4 | | 1 | | | | 1 | | | 4 | | 1 |
| St Lucie | 191 | 80 | 71 | 15 | 13 | | 4 | 1 | | | | | | 3 | 3 | 1 |
| Sumter | 29 | 13 | 14 | | 1 | | | | | | | | | 1 | | |
| Suwanne | 41 | 23 | 15 | | | | | | | | | | | | | 3 |
| Taylor | 20 | 9 | 9 | 1 | | | | | | | 1 | | | | | |
| Volusia | 654 | 220 | 266 | 75 | 26 | 2 | 6 | | | 2 | 6 | | | 35 | 5 | 11 |
| Wakulla | 11 | 3 | 7 | | | | | | | | | | | | | 1 |
| Walton | 18 | 4 | 13 | | 1 | | | | | | | | | | | |
| Washington | 17 | 4 | 11 | 1 | | | | | | | | | | 1 | | |
| Unknown | 1 | | | 1 | | | | | | | | | | | | |
| Unknown | 2 | 1 | | 1 | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 5 | 2 | 1 | 1 | | | 1 | | | | | | | | | |
| **State Tot** | **16377** | **4492** | **6681** | **1964** | **1287** | **68** | **4** **313** | **53** | **5** | **12** | **235** | **29** | **27** | **489** | **267** | **451** |
| **Foreign** | | | | | | | | | | | | | | | | |
| Zunknown | 18 | 1 | 6 | 6 | 4 | | | | | | 1 | | | | | |
| **State Tot** | **18** | **1** | **6** | **6** | **4** | | | | | | **1** | | | | | |
| **Georgia** | | | | | | | | | | | | | | | | |
| Appling | 17 | 7 | 8 | | 1 | | | | | | | | | 1 | | |
| Atkinson | 4 | 1 | 3 | | | | | | | | | | | | | |
| Bacon | 7 | | 5 | | | | 1 | | | | | | | | | 1 |
| Baker | 3 | 3 | | | | | | | | | | | | | | |
| Baldwin | 29 | 11 | 17 | 1 | | | | | | | | | | | | |
| Banks | 6 | 1 | 3 | 1 | | | 1 | | | | | | | | | |
| Barrow | 26 | 5 | 14 | 4 | 3 | | | | | | | | | | | |
| Bartow | 64 | 24 | 13 | 7 | 3 | | 3 | | | | 5 | | | | | 9 |
| Ben Hill | 24 | 8 | 12 | 2 | | | | | | | | | | 2 | | |
| Berrien | 20 | 4 | 8 | 2 | 1 | | 3 | | | | 1 | | | | 1 | |
| Bibb | 96 | 21 | 54 | 10 | 2 | | 4 | | | | | | | | 4 | 1 |
| Bleckley | 17 | 14 | 3 | | | | | | | | | | | | | |
| Brantley | 3 | 1 | 1 | | | | | | | | | | | | | 1 |
| Brooks | 25 | 19 | 5 | | | 1 | | | | | | | | | | |
| Bryan | 15 | 4 | 8 | 1 | 1 | | | | | | 1 | | | | | |
| Bulloch | 73 | 32 | 34 | 3 | 2 | | | | | | | | | 1 | | 1 |
| Burke | 19 | 12 | 7 | | | | | | | | | | | | | |
| Butts | 18 | 6 | 11 | 1 | | | | | | | | | | | | |
| Calhoun | 14 | 10 | 4 | | | | | | | | | | | | | |
| Camden | 11 | 2 | 7 | 1 | | | 1 | | | | | | | | | |
| Candler | 11 | 5 | 4 | 2 | | | | | | | | | | | | |
| Carroll | 68 | 17 | 40 | 5 | 2 | | 1 | | | | 1 | | | 2 | | |
| Catoosa | 19 | 11 | 4 | 2 | | | | | | | | | | | | 2 |
| Charlton | 3 | | 3 | | | | | | | | | | | | | |
| Chatham | 130 | 26 | 67 | 10 | 5 | | 6 | | | | 1 | 9 | 4 | 1 | 1 | |
| Chattahooc | 1 | 1 | | | | | | | | | | | | | | |
| Chattooga | 14 | 6 | 7 | | 1 | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Georgia** | | | | | | | | | | | | | | | | |
| Cherokee | 79 | 20 | 33 | 8 | 7 | | | | | | | | | 6 | | 5 |
| Clarke | 68 | 22 | 30 | 9 | 3 | | | | | | | | | 1 | | 3 |
| Clay | 3 | 2 | 1 | | | | | | | | | | | | | |
| Clayton | 177 | 72 | 68 | 18 | 2 | | 2 | | | | 2 | | | 8 | 2 | 3 |
| Clinch | 5 | 2 | 3 | | | | | | | | | | | | | |
| Cobb | 457 | 127 | 235 | 33 | 10 | | 11 | | 2 | | 9 | | 1 | 6 | 3 | 20 |
| Coffee | 34 | 17 | 14 | 2 | 1 | | | | | | | | | | | |
| Colquitt | 41 | 21 | 14 | | 3 | | 1 | | | | | | | 2 | | |
| Columbia | 38 | 10 | 23 | 2 | 1 | | 1 | | | | | | | 1 | | |
| Cook | 7 | 4 | 2 | | 1 | | | | | | | | | | | |
| Coweta | 87 | 33 | 33 | 8 | 7 | | 1 | | | | | | | | | 5 |
| Crawford | 7 | 3 | 4 | | | | | | | | | | | | | |
| Crisp | 21 | 12 | 8 | | | | 1 | | | | | | | | | |
| Dade | 6 | 3 | 3 | | | | | | | | | | | | | |
| Dawson | 6 | 1 | 1 | 1 | | | 2 | | | | | | | | | 1 |
| De Kalb | 524 | 136 | 241 | 40 | 18 | | 24 | 1 | | | 27 | 5 | 1 | 4 | 8 | 19 |
| Decatur | 42 | 21 | 13 | 7 | | | 1 | | | | | | | | | |
| Dodge | 10 | 7 | 3 | | | | | | | | | | | | | |
| Dooly | 20 | 12 | 6 | 1 | 1 | | | | | | | | | | | |
| Dougherty | 64 | 11 | 29 | 18 | 2 | | 3 | | | | | | | | | 1 |
| Douglas | 68 | 25 | 31 | 5 | | | 1 | | | | | | | 1 | 1 | 4 |
| Early | 8 | 3 | 1 | 3 | | | | | | | | | | 1 | | |
| Echols | 1 | | | 1 | | | | | | | | | | | | |
| Effingham | 7 | 5 | 2 | | | | | | | | | | | | | |
| Elbert | 13 | 5 | 8 | | | | | | | | | | | | | |
| Emanuel | 13 | 4 | 3 | 4 | | | | | | | | | | 1 | | 1 |
| Evans | 2 | 1 | 1 | | | | | | | | | | | | | |
| Fannin | 11 | 3 | 7 | | | | | | | | | | | 1 | | |
| Fayette | 171 | 73 | 62 | 13 | 9 | | 3 | | | | 1 | | | 3 | | 7 |
| Floyd | 63 | 22 | 26 | 10 | 1 | | 1 | | | | | | | 2 | | 1 |
| Forsyth | 37 | 10 | 21 | 4 | | | | | | | | | | 1 | | 1 |
| Franklin | 21 | 6 | 12 | 2 | 1 | | | | | | | | | | | |
| Fulton | 600 | 118 | 236 | 69 | 44 | 2 | 35 | 5 | | | 24 | 14 | 3 | 7 | 20 | 23 |
| Gilmer | 3 | 1 | 2 | | | | | | | | | | | | | |
| Glynn | 103 | 19 | 62 | 10 | 4 | | 1 | | | | 2 | | | 4 | | 1 |
| Gordon | 33 | 12 | 13 | 3 | 3 | | | | | | | | | 2 | | |
| Grady | 17 | 8 | 8 | | | 1 | | | | | | | | | | |
| Greene | 8 | 3 | 5 | | | | | | | | | | | | | |
| Gwinnett | 308 | 88 | 135 | 21 | 6 | | 5 | 1 | | | 5 | | | 24 | 6 | 17 |
| Habersham | 19 | 3 | 12 | 4 | | | | | | | | | | | | |
| Hall | 102 | 32 | 53 | 8 | 3 | | 1 | | | | 2 | | | 3 | | |
| Haralson | 11 | 2 | 7 | | | | 1 | | | | | | | 1 | | |
| Harris | 8 | 3 | 5 | | | | | | | | | | | | | |
| Hart | 11 | 4 | 6 | 1 | | | | | | | | | | | | |
| Heard | 1 | | 1 | | | | | | | | | | | | | |
| Henry | 104 | 40 | 50 | 9 | 1 | | 1 | | | | | | | 1 | | 2 |
| Houston | 92 | 40 | 40 | 8 | 3 | | 1 | | | | | | | | | |
| Irwin | 4 | 2 | 2 | | | | | | | | | | | | | |
| Jackson | 31 | 10 | 17 | 3 | 1 | | | | | | | | | | | |
| Jasper | 10 | 4 | 5 | | | | 1 | | | | | | | | | |
| Jeff Davis | 11 | 4 | 2 | 3 | 1 | | 1 | | | | | | | | | |
| Jefferson | 21 | 12 | 8 | | 1 | | | | | | | | | | | |
| Jenkins | 4 | 2 | 2 | | | | | | | | | | | | | |
| Johnson | 5 | 2 | 3 | | | | | | | | | | | | | |
| Jones | 1 | | | | | | | | | | | | | 1 | | |
| Lamar | 20 | 8 | 8 | 2 | 1 | | | | | | | | | | | 1 |
| Lanier | 4 | 1 | 2 | | | | | | | | | | | 1 | | |
| Laurens | 23 | 7 | 10 | 3 | 1 | | | 1 | | | | | | 1 | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **Georgia** | | | | | | | | | | | | | | | | |
| Lee | 18 | 10 | 7 | | | | | | | | | | | | | 1 |
| Liberty | 14 | 4 | 7 | | | | | | | | | | | 3 | | |
| Lincoln | 2 | 1 | 1 | | | | | | | | | | | | | |
| Lowndes | 99 | 37 | 45 | 6 | 3 | | | | | | 1 | | | 5 | | 2 |
| Lumpkin | 16 | 3 | 9 | 3 | 1 | | | | | | | | | | | |
| Macon | 22 | 7 | 10 | 2 | 1 | | | | | | 2 | | | | | |
| Madison | 19 | 2 | 9 | 4 | 1 | | | 2 | | | | | | | | 1 |
| Mcduffie | 18 | 6 | 9 | 1 | 1 | | | | | | | | | 1 | | |
| Mcintosh | 6 | 1 | 4 | 1 | | | | | | | | | | | | |
| Meriwether | 38 | 19 | 16 | 3 | | | | | | | | | | | | |
| Miller | 9 | 6 | 2 | | | | | | | | | | | 1 | | |
| Mitchell | 26 | 13 | 10 | | | | | | | | | | | 3 | | |
| Monroe | 4 | 2 | 1 | 1 | | | | | | | | | | | | |
| Morgan | 10 | 3 | 5 | 1 | | | | | | | | | | 1 | | |
| Murray | 10 | 5 | 2 | 1 | 1 | | | | | | 1 | | | | | |
| Muscogee | 127 | 27 | 61 | 19 | 3 | | | 11 | | | 4 | | 1 | | | 1 |
| Newton | 30 | 13 | 15 | 1 | | | | | | | | | | 1 | | |
| Oconee | 14 | 6 | 5 | 1 | 1 | | | | | | | | | | 1 | |
| Oglethorpe | 3 | 2 | 1 | | | | | | | | | | | | | |
| Paulding | 13 | 3 | 7 | 1 | | | | | | | | | | | | 2 |
| Peach | 24 | 7 | 16 | | | | | 1 | | | | | | | | |
| Pickens | 35 | 16 | 16 | 2 | | | | 1 | | | | | | | | |
| Pierce | 5 | 3 | 2 | | | | | | | | | | | | | |
| Pike | 97 | 47 | 25 | 11 | | 2 | | | | | | | | | | 12 |
| Polk | 20 | 12 | 7 | 1 | | | | | | | | | | | | |
| Pulaski | 10 | 5 | 4 | | | | | 1 | | | | | | | | |
| Putnam | 4 | 1 | 2 | | | | | 1 | | | | | | | | |
| Rabun | 14 | 5 | 6 | 3 | | | | | | | | | | | | |
| Randolph | 10 | 8 | 2 | | | | | | | | | | | | | |
| Richmond | 118 | 30 | 50 | 11 | 3 | | | 18 | | | 3 | | | 1 | 1 | 1 |
| Rockdale | 63 | 30 | 22 | 9 | | | | 1 | | | | | | | | 1 |
| Schley | 2 | | 2 | | | | | | | | | | | | | |
| Screven | 11 | 5 | 5 | 1 | | | | | | | | | | | | |
| Seminole | 14 | 8 | 1 | 3 | | | 2 | | | | | | | | | |
| Spaulding | 135 | 61 | 43 | 18 | 6 | 2 | | 1 | | | | | | | | 4 |
| Stephens | 30 | 12 | 8 | 7 | 2 | | | 1 | | | | | | | | |
| Stewart | 5 | | 3 | 1 | 1 | | | | | | | | | | | |
| Sumter | 28 | 15 | 11 | 2 | | | | | | | | | | | | |
| Talbot | 7 | 4 | 3 | | | | | | | | | | | | | |
| Tattnall | 6 | 1 | 5 | | | | | | | | | | | | | |
| Taylor | 17 | 4 | 12 | 1 | | | | | | | | | | | | |
| Telfair | 12 | 7 | 5 | | | | | | | | | | | | | |
| Terrell | 16 | 7 | 6 | 3 | | | | | | | | | | | | |
| Thomas | 54 | 20 | 17 | 6 | 3 | | | 4 | | | 2 | | | 1 | | 1 |
| Tift | 29 | 10 | 11 | 4 | 1 | | | 2 | | | | | | 1 | | |
| Toombs | 19 | 5 | 12 | 1 | | | | | | | | | | 1 | | |
| Towns | 5 | 1 | 4 | | | | | | | | | | | | | |
| Treutlen | 3 | 2 | 1 | | | | | | | | | | | | | |
| Troup | 32 | 12 | 13 | 1 | 3 | | | 1 | | | 1 | 1 | | | | |
| Turner | 10 | 9 | 1 | | | | | | | | | | | | | |
| Twiggs | 7 | | 4 | 2 | | | | | | | 1 | | | | | |
| Union | 12 | 2 | 10 | | | | | | | | | | | | | |
| Upson | 24 | 7 | 15 | | 1 | | | | | | | | | 1 | | |
| Walker | 33 | 12 | 12 | 3 | 4 | | | | | | | | | 2 | | |
| Walton | 42 | 9 | 19 | 2 | 2 | | | | | | | | | 1 | | 9 |
| Ware | 32 | 14 | 15 | 2 | | | | | | | | | | 1 | | |
| Warren | 1 | | | 1 | | | | | | | | | | | | |
| Washington | 14 | 4 | 7 | 1 | 2 | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Georgia** | | | | | | | | | | | | | | 1 | | |
| Wayne | 19 | 10 | 8 | | | | | | | | | | | | | 2 |
| White | 10 | 6 | 2 | | | | | | | | | | | | | 1 |
| Whitfield | 62 | 18 | 32 | 6 | 3 | | | 1 | | | | 1 | | | | |
| Wilcox | 8 | 6 | 1 | | | | | | | | | | | 1 | | |
| Wilkes | 11 | 2 | 8 | 1 | | | | | | | | | | | | |
| Wilkinson | 3 | | 2 | | | | | | | | | | | 1 | | |
| Worth | 7 | 2 | 4 | 1 | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 2 | | 1 | | | | | | | | | 1 | | | | |
| Unknown | 4 | | 2 | 1 | | | | | | | | | | | 1 | |
| **State Tot** | **6027** | **1978** | **2658** | **535** | **200** | **4** | **6** | **165** | **8** | **2** | | **98** | **29** | **10** | **117** | **49** | **168** |
| **Hawaii** | | | | | | | | | | | | | | | 5 | 11 | |
| Hawaii | 82 | 23 | 31 | 8 | 3 | | | 1 | | | | | | | 23 | 34 | 32 |
| Honolulu | 512 | 169 | 136 | 46 | 49 | 4 | 1 | 6 | 7 | | | 2 | 3 | | 2 | 13 | 3 |
| Kauai | 38 | 10 | 7 | 3 | | | | | | | | | | | 7 | 12 | 2 |
| Maui | 85 | 26 | 29 | 3 | 6 | | | | | | | | | | | | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | | |
| **State Tot** | **718** | **229** | **203** | **60** | **58** | **4** | **1** | **7** | **7** | | | **2** | **3** | | **37** | **70** | **37** |
| **Idaho** | | | | | | | | | | | | | | | | | |
| Ada | 461 | 107 | 245 | 18 | 11 | | 3 | 14 | 1 | | | 9 | 3 | 4 | 10 | 15 | 21 |
| Adams | 19 | 1 | 16 | | 1 | | | 1 | | | | | | | 1 | 1 | 2 |
| Bannock | 100 | 26 | 55 | 11 | 4 | | | | | | | | | | | | |
| Bear Lake | 3 | 2 | 1 | | | | | | | | | | | | | | |
| Benewah | 22 | 9 | 11 | 1 | 1 | | | | | | 1 | 1 | | | | 3 | |
| Bingham | 84 | 46 | 28 | 3 | 2 | | | | | | | 2 | | | | 1 | 4 |
| Blaine | 109 | 25 | 56 | 14 | 2 | | | 5 | | | | | | | 1 | | |
| Boise | 2 | | 1 | | | | | | | | | | | | 4 | 3 | 2 |
| Bonner | 93 | 32 | 47 | 2 | 2 | | | 1 | | | | | | | 3 | 2 | |
| Bonneville | 113 | 36 | 58 | 9 | 3 | | | 2 | | | | | | | 4 | 3 | |
| Boundary | 32 | 9 | 12 | 1 | 1 | | 1 | 1 | | | | | | | | | |
| Butte | 12 | 2 | 10 | | | | | | | | | | | | | | |
| Camas | 6 | 3 | 3 | | | | | | | | | | | | 2 | 1 | 1 |
| Canyon | 166 | 77 | 79 | 4 | 1 | 1 | | | | | | | | | | | |
| Caribou | 19 | 8 | 10 | 1 | | | | | | | | | | | 1 | | |
| Cassia | 48 | 24 | 20 | 3 | | | | | | | | | | | | | |
| Clark | 1 | 1 | | | | | | | | | | | | | | 1 | |
| Clearwater | 19 | 4 | 13 | 1 | | | | | | | | | | | | | |
| Custer | 22 | 4 | 17 | 1 | | | | | | | | | | | | | 4 |
| Elmore | 41 | 18 | 17 | 2 | | | | | | | | | | | 2 | 1 | |
| Franklin | 24 | 5 | 14 | 2 | | | | | | | | | | | | | |
| Fremont | 25 | 12 | 13 | | | | | | | | | | | | | | |
| Gem | 29 | 10 | 17 | 2 | | | | | | | | | | | | 2 | |
| Gooding | 12 | 2 | 8 | | | | | | | | | | | | 2 | | |
| Idaho | 44 | 17 | 25 | | | | | | | | | | | | 1 | | 1 |
| Jefferson | 30 | 15 | 11 | 1 | 1 | | | | | | | | | | 1 | | 1 |
| Jerome | 26 | 5 | 18 | 1 | | | | | | | | | | | 1 | 2 | 8 |
| Kootenai | 243 | 105 | 102 | 13 | 5 | 2 | | 2 | 1 | | | 2 | | | | 1 | 1 |
| Latah | 77 | 35 | 35 | 4 | | | | 1 | | | | | | | | | |
| Lemhi | 35 | 10 | 23 | 1 | 1 | | | | | | | | | | 2 | | |
| Lewis | 44 | 31 | 9 | | 1 | | 1 | | | | | | | | | | |
| Lincoln | 3 | 1 | 2 | | | | | | | | | | | | 4 | 2 | |
| Madison | 54 | 16 | 27 | 3 | | | | 1 | 1 | | | | | | | | 1 |
| Minidoka | 23 | 6 | 14 | 2 | | | | | | | | | | | 2 | 11 | 5 |
| Nez Perce | 114 | 30 | 57 | 3 | 2 | | 2 | 2 | | | | | | | | | |
| Oneida | 5 | 1 | 2 | | 2 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Idaho** | | | | | | | | | | | | | | | | |
| Owyhee | 19 | 8 | 10 | | | | | | | | | | | 1 | | |
| Payette | 32 | 14 | 16 | 1 | | | | | | | | | | | | 1 |
| Power | 20 | 8 | 9 | 1 | | | | | | | | | | 2 | | |
| Shoshone | 18 | 2 | 14 | | | | 1 | | | | | | | 1 | | |
| Teton | 22 | 4 | 10 | 1 | 1 | | 1 | | | | | 1 | | | 1 | 3 |
| Twin Falls | 160 | 55 | 82 | 4 | 4 | 1 | | | | | 1 | | | 5 | 8 | |
| Valley | 59 | 14 | 42 | 2 | | | | | | | | | | 1 | | |
| Washington | 18 | 15 | 2 | 1 | | | | | | | | | | | | |
| **State Tot** | **2508** | **855** | **1261** | **113** | **45** | **3** | **8** | **32** | **3** | **1** | **15** | **4** | **4** | **51** | **58** | **55** |
| **Illinois** | | | | | | | | | | | | | | | | |
| Adams | 66 | 22 | 33 | 4 | 5 | | | 2 | | | | | | | | |
| Alexander | 8 | 2 | 6 | | | | | | | | | | | | | |
| Bond | 11 | 6 | 5 | | | | | | | | | | | | | |
| Boone | 39 | 22 | 14 | 2 | | | | | | | | | | 1 | | |
| Brown | 6 | 2 | 2 | 1 | 1 | | | | | | | | | | | 1 |
| Bureau | 42 | 17 | 22 | 2 | | | | | | | | | | | | 1 |
| Calhoun | 2 | 1 | | | | | | | | | | | | | | 1 |
| Carroll | 15 | 5 | 9 | 1 | | | | | | | | | | | | |
| Cass | 16 | 5 | 8 | 1 | 1 | | | | | | | | | | | 1 |
| Champaign | 249 | 70 | 124 | 21 | 3 | | 1 | 2 | 1 | 1 | | | | 7 | | 19 |
| Christian | 26 | 9 | 15 | | | | | 1 | | | | | | | | 2 |
| Clark | 15 | 5 | 8 | | | | | | | | | | | | | 1 |
| Clay | 11 | 4 | 4 | 3 | | | | | | | | | | | | |
| Clinton | 15 | 2 | 9 | 1 | 1 | | | | | | | | | 1 | | 1 |
| Coles | 37 | 11 | 19 | 2 | 2 | | | | | | | | | | | 3 |
| Cook | 2063 | 552 | 995 | 175 | 81 | | | 37 | 13 | | 51 | 23 | 15 | 27 | 32 | 62 |
| Crawford | 23 | 7 | 6 | | 3 | | | | | | | | | 1 | | 6 |
| Cumberland | 3 | 1 | 2 | | | | | | | | | | | | | |
| De Kalb | 143 | 51 | 67 | 10 | 3 | | | 3 | | | | | | 1 | | 8 |
| De Witt | 26 | 9 | 16 | | | | | 1 | | | | | | | | |
| Douglas | 20 | 5 | 11 | 2 | | | | | | | | | | 1 | | 1 |
| Du Page | 960 | 283 | 478 | 85 | 20 | | 1 | 14 | | | 21 | 4 | | 19 | 6 | 29 |
| Edgar | 19 | 10 | 8 | | 1 | | | | | | | | | | | |
| Edwards | 7 | 2 | 2 | 1 | 1 | | | 1 | | | | | | | | |
| Effingham | 25 | 9 | 12 | 3 | | | | | | | | | | | | 1 |
| Fayette | 7 | 4 | 3 | | | | | | | | | | | | | |
| Ford | 27 | 8 | 17 | 1 | | | | | | | | | | 1 | | |
| Franklin | 16 | 1 | 10 | 1 | | | | | | | | | | 1 | | 3 |
| Fulton | 45 | 20 | 24 | 1 | | | | | | | | | | | 1 | |
| Gallatin | 7 | 4 | 1 | 1 | | | | | | | | | | | | |
| Greene | 5 | 2 | 3 | | | | | | | | | | | | | |
| Grundy | 72 | 30 | 31 | 2 | | | | 1 | | | | | | 3 | | 5 |
| Hamilton | 3 | 2 | 1 | | | | | | | | | | | | | |
| Hancock | 39 | 16 | 17 | 5 | 1 | | | | | | | | | | | |
| Hardin | 2 | 2 | | | | | | | | | | | | | | |
| Henderson | 11 | 4 | 6 | | | | | | | | | | | | | |
| Henry | 53 | 19 | 26 | 1 | 1 | | | | | | 1 | | | 1 | | 5 |
| Iroquois | 39 | 17 | 20 | 2 | | | | | | | | | | | | |
| Jackson | 80 | 46 | 22 | 6 | 2 | | | | | | | | | 3 | 1 | |
| Jasper | 7 | 1 | 5 | | | | | | | | | | | 1 | | |
| Jefferson | 24 | 13 | 8 | 1 | 1 | | | 1 | | | | | | | | |
| Jersey | 19 | 9 | 8 | 2 | | | | | | | | | | | | |
| Jo Daviess | 22 | 7 | 11 | 3 | 1 | | | | | | | | | | | |
| Johnson | 5 | 1 | 2 | | | | | | | | | | | | | |
| Kane | 468 | 155 | 218 | 36 | 17 | | | 3 | | | 8 | | | 2 | | |
| Kankakee | 101 | 35 | 44 | 13 | 2 | | | | | | | | | 12 | 8 | 11 |
| Kendall | 38 | 15 | 19 | 1 | 1 | | | | | | | | | 3 | 1 | 3 |
| | | | | | | | | | | | | | | 1 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Illinois** | | | | | | | | | | | | | | | | 1 |
| Knox | 62 | 20 | 35 | 4 | 2 | | | | | | | | | 3 | | 6 |
| La Salle | 168 | 78 | 72 | 9 | | | | | | | | | | 9 | 6 | 26 |
| Lake | 508 | 180 | 205 | 36 | 20 | | 7 | | | | 14 | 4 | 1 | | | 2 |
| Lawrence | 17 | 4 | 10 | 1 | | | | | | | | | | 2 | | 4 |
| Lee | 60 | 31 | 18 | 3 | 1 | | 1 | | | | | | | 1 | 1 | |
| Livingston | 46 | 18 | 23 | 3 | | | | | | | | | | 1 | 1 | |
| Logan | 31 | 11 | 14 | 3 | 1 | | | | | | | | | 7 | | 3 |
| Macon | 130 | 42 | 66 | 4 | 6 | | 2 | | | | | | | | | |
| Macoupin | 106 | 45 | 45 | 15 | 1 | | | | | | | | | 2 | 1 | 12 |
| Madison | 189 | 61 | 93 | 11 | 3 | | 6 | | | | | | | 2 | | 1 |
| Marion | 41 | 13 | 22 | 3 | | | | | | | | | | | | |
| Marshall | 24 | 9 | 15 | | | | | | | | | | | 2 | 1 | |
| Mason | 21 | 13 | 5 | | | | | | | | | | | | | |
| Massac | 14 | 6 | 6 | 1 | 1 | | | | | | | | | 1 | | 1 |
| Mcdonough | 43 | 14 | 22 | 4 | 1 | | | | | | | | | 3 | 2 | 22 |
| Mchenry | 352 | 153 | 139 | 23 | 5 | 1 | 4 | | | | | | | 1 | | 4 |
| Mclean | 137 | 43 | 57 | 11 | 13 | | 5 | 1 | | | 2 | | | 1 | | |
| Menard | 12 | 4 | 6 | 1 | | | | | | | | | | | | |
| Mercer | 13 | 9 | 3 | 1 | | | | | | | | | | | | |
| Monroe | 38 | 18 | 19 | | | | | | | | 1 | | | | | |
| Montgomery | 34 | 22 | 12 | | | | | | | | | | | | | |
| Morgan | 44 | 19 | 21 | 3 | 1 | | | | | | | | | | | |
| Moultrie | 9 | 3 | 5 | 1 | | | | | | | | | | 4 | | 2 |
| Ogle | 68 | 28 | 30 | 3 | | | 1 | | | | | | | | | |
| Peoria | 189 | 44 | 103 | 14 | 9 | | 8 | | | | 2 | 4 | | 2 | | 3 |
| Perry | 12 | 4 | 8 | | | | | | | | | | | | | |
| Piatt | 29 | 7 | 22 | | | | | | | | | | | | | |
| Pike | 14 | 7 | 6 | 1 | | | | | | | | | | 1 | | |
| Pope | 1 | | | | | | | | | | | | | | | |
| Pulaski | 5 | 4 | 1 | | | | | | | | | | | | | |
| Putnam | 14 | 5 | 7 | 1 | 1 | | | | | | | | | | | |
| Randolph | 20 | 6 | 14 | | | | | | | | | | | | | |
| Richland | 17 | 3 | 13 | 1 | | | | | | | | | | | | |
| Rock Islan | 123 | 36 | 60 | 9 | | | 7 | | | | 5 | | | 3 | | 3 |
| Saline | 17 | 6 | 6 | 1 | 1 | | | | | | 1 | | | 1 | | 1 |
| Sangamon | 226 | 79 | 98 | 12 | 8 | | 5 | | | | 3 | | | 5 | 11 | 5 |
| Schuyler | 5 | 4 | 1 | | | | | | | | | | | | | |
| Scott | 6 | 3 | 3 | | | | | | | | | | | 1 | | |
| Shelby | 19 | 7 | 11 | | | | | | | | | | | | | |
| St Clair | 227 | 95 | 99 | 9 | 5 | | 2 | | | | 5 | | 3 | 2 | | 7 |
| Stark | 16 | 7 | 5 | 2 | | | | | | | | | | 2 | | |
| Stephenson | 60 | 11 | 36 | 4 | | | 2 | 1 | | | 2 | | | 4 | | |
| Tazewell | 96 | 37 | 51 | 3 | 2 | | | | | | | | | 1 | | 2 |
| Union | 17 | 3 | 12 | 1 | | | 1 | | | | | | | | | |
| Vermilion | 101 | 33 | 50 | 5 | 6 | | 1 | | | | 2 | | | 3 | | 1 |
| Wabash | 12 | 6 | 4 | 1 | | | | | | | | | | | | 1 |
| Warren | 24 | 6 | 15 | | | | 1 | | | | 1 | | | | | 1 |
| Washington | 7 | 1 | 6 | | | | | | | | | | | | | |
| Wayne | 9 | 2 | 6 | | | | 1 | | | | | | | | | 1 |
| White | 14 | 5 | 6 | 2 | | | | | | | | | | 1 | | 1 |
| Whiteside | 52 | 23 | 21 | 2 | 3 | | 1 | | | | | | | 16 | 1 | 15 |
| Will | 338 | 127 | 150 | 21 | 5 | | 2 | | | | 1 | | | 1 | | 2 |
| Williamson | 39 | 10 | 19 | 4 | 1 | | 2 | | | | | | | 2 | | 21 |
| Winnebago | 305 | 94 | 138 | 19 | 14 | | 7 | | | | 10 | | | 2 | | 2 |
| Woodford | 33 | 12 | 17 | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **9152** | **3054** | **4303** | **642** | **258** | **1** | **2** | **132** | **16** | **1** | **130** | **35** | **19** | **172** | **73** | **314** |
| **Indiana** | | | | | | | | | | | | | | | | 1 |
| Adams | 14 | 7 | 6 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE — FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Indiana** | | | | | | | | | | | | | | | | |
| Allen | 296 | 93 | 118 | 19 | 17 | | 11 | 2 | | | 10 | 1 | | 4 | | 21 |
| Bartholome | 78 | 22 | 35 | 8 | 7 | | 1 | 1 | | | 3 | | | | | 1 |
| Benton | 11 | 3 | 7 | | | | | | | | | | | 1 | | |
| Blackford | 21 | 6 | 13 | 1 | | | | | | | | | | 1 | | |
| Boone | 46 | 11 | 18 | 8 | | | 2 | | | | | | | | | 7 |
| Brown | 1 | | 1 | | | | | | | | | | | | | |
| Carroll | 18 | 6 | 9 | 1 | | | | | | | | | | | | 2 |
| Cass | 26 | 11 | 13 | 1 | 1 | | | | | | | | | | | |
| Clark | 72 | 22 | 33 | 6 | 2 | | 3 | | | | 1 | | | 2 | 1 | 2 |
| Clay | 21 | 8 | 12 | | 1 | | | | | | | | | | | |
| Clinton | 31 | 8 | 20 | 3 | | | | | | | | | | | | |
| Crawford | 2 | 2 | | | | | | | | | | | | | | |
| Daviess | 19 | 10 | 7 | 2 | | | | | | | | | | | | |
| De Kalb | 40 | 14 | 17 | 3 | 2 | | 1 | | | | | | | 1 | | 2 |
| Dearborn | 8 | 3 | 3 | 1 | 1 | | | | | | | | | | | |
| Decatur | 26 | 14 | 11 | | 1 | | | | | | | | | | | |
| Delaware | 104 | 29 | 48 | 6 | 4 | | 7 | | | | 4 | | | 1 | | 5 |
| Dubois | 28 | 4 | 12 | 5 | 2 | | 2 | 2 | | | | | | | 1 | |
| Elkhart | 134 | 42 | 54 | 9 | 7 | | 7 | | | | 12 | | | | | 3 |
| Fayette | 14 | 7 | 5 | | 1 | | | | | | | | | 1 | | |
| Floyd | 57 | 23 | 25 | | 1 | | | | | | | | | | | 8 |
| Fountain | 29 | 9 | 9 | 3 | 1 | | 1 | | | | | | | 4 | | 2 |
| Franklin | 2 | 1 | 1 | | | | | | | | | | | | | |
| Fulton | 25 | 11 | 13 | 1 | | | | | | | | | | | | |
| Gibson | 22 | 8 | 12 | | | | | | | | | | | 2 | | |
| Grant | 59 | 18 | 27 | 4 | 3 | | 4 | | | | 1 | | | | | 2 |
| Greene | 22 | 14 | 7 | | | | | | | | | | | | | 1 |
| Hamilton | 181 | 53 | 82 | 16 | 3 | | 3 | 1 | | | 2 | | | 1 | | 20 |
| Hancock | 75 | 33 | 32 | 4 | | | | | | | | | | 4 | 2 | |
| Harrison | 27 | 14 | 12 | | | | | | | | | | | | | 1 |
| Hendricks | 103 | 44 | 49 | 7 | | | | | | | | | | 2 | | 1 |
| Henry | 49 | 19 | 21 | 2 | 4 | | 1 | | | | | | | 1 | | 1 |
| Howard | 85 | 28 | 42 | 5 | 5 | | 1 | | | | 1 | | | 1 | 1 | 1 |
| Huntington | 41 | 15 | 15 | 5 | | | | | | | 4 | | | 1 | | 1 |
| Jackson | 34 | 13 | 13 | 3 | 5 | | | | | | | | | | | |
| Jasper | 23 | 3 | 17 | | | | 1 | | | | | | | 1 | | 1 |
| Jay | 15 | 7 | 7 | 1 | | | | | | | | | | | | |
| Jefferson | 29 | 11 | 16 | | | | 1 | | | | | | | | | 1 |
| Jennings | 12 | 2 | 9 | | 1 | | | | | | | | | | | |
| Johnson | 78 | 25 | 44 | 2 | 3 | | | | | | | | | 2 | | 2 |
| Knox | 61 | 31 | 16 | 7 | 1 | | | | | | 1 | | | 1 | 1 | 3 |
| Kosciusko | 85 | 24 | 44 | 4 | 1 | | 3 | | | | 2 | | 1 | 2 | | 4 |
| La Porte | 122 | 39 | 58 | 11 | | | 6 | | | | 1 | | | 2 | | 5 |
| Lagrange | 19 | 3 | 10 | 2 | | | 1 | | | | | | | 1 | | 2 |
| Lake | 184 | 54 | 95 | 7 | 5 | | 1 | | | | 1 | | | 9 | 3 | 9 |
| Lawrence | 38 | 12 | 20 | 4 | 1 | | | | | | | | | | | 1 |
| Madison | 123 | 41 | 61 | 6 | 4 | | | 1 | | | | | | 2 | | 8 |
| Marion | 618 | 174 | 263 | 49 | 18 | | 19 | 3 | | | 16 | 7 | | 12 | 20 | 37 |
| Marshall | 50 | 27 | 20 | 1 | | | | | | | | | | 2 | | |
| Martin | 3 | 2 | 1 | | | | | | | | | | | | | |
| Miami | 46 | 21 | 20 | 1 | | | | | | | | | | 1 | | 3 |
| Monroe | 78 | 22 | 35 | 7 | 1 | | 2 | 1 | | | 1 | 1 | | 1 | 2 | 5 |
| Montgomery | 55 | 21 | 24 | 4 | 1 | | 1 | | | | 1 | | | 2 | | 1 |
| Morgan | 60 | 19 | 33 | 4 | | | | | | | | | | 2 | 1 | 1 |
| Newton | 7 | 2 | 4 | | 1 | | | | | | | | | | | |
| Noble | 41 | 15 | 16 | 5 | 1 | | 1 | | | | | | 1 | 1 | | 1 |
| Ohio | 1 | | 1 | | | | | | | | | | | | | |
| Orange | 12 | 4 | 7 | 1 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
STATE
*FIXED WING AIRCRAFT*

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Indiana** | | | | | | | | | | | | | | | | |
| Owen | 17 | 13 | 4 | | | | | | | | | | | | | |
| Parke | 27 | 14 | 9 | | 2 | | | | | | | | | 2 | | |
| Perry | 14 | 1 | 7 | 4 | 1 | 1 | | | | | | | | | | |
| Pike | 11 | 5 | 6 | | | | | | | | | | | | | |
| Porter | 82 | 28 | 46 | 5 | | | | | | | | | | 3 | | |
| Posey | 20 | 8 | 8 | | 1 | | | | | | | | | 3 | | |
| Pulaski | 34 | 12 | 15 | | | | | | | 1 | | | | 6 | | |
| Putnam | 34 | 10 | 17 | | 1 | | | | | | | | | 5 | | 1 |
| Randolph | 26 | 9 | 12 | 2 | | 1 | | | | | | | | 2 | | |
| Ripley | 20 | 4 | 12 | | 1 | | | | | 1 | | | | 1 | | 1 |
| Rush | 9 | 4 | 5 | | | | | | | | | | | | | |
| Scott | 13 | 10 | 3 | | | | | | | | | | | | | |
| Shelby | 31 | 13 | 16 | | 1 | | | | | | | | | | | 1 |
| Spencer | 9 | 2 | 4 | 1 | 1 | | | | | | | | | 1 | | |
| St Joseph | 197 | 66 | 82 | 12 | 7 | 2 | | | | 1 | | | | 19 | 2 | 6 |
| Starke | 24 | 12 | 8 | 2 | | | | | | | | | | 1 | | 1 |
| Steuben | 20 | 8 | 9 | 3 | | | | | | | | | | | | |
| Sullivan | 33 | 17 | 11 | 3 | | | | | | | | | | 2 | | |
| Switzerlan | 7 | 6 | 1 | | | | | | | | | | | | | |
| Tippecanoe | 133 | 41 | 73 | 8 | 1 | 4 | | | | 1 | | | | 1 | | 4 |
| Tipton | 18 | 7 | 7 | 3 | | | | | | | | | | | | 1 |
| Union | 6 | 1 | 2 | | | | | | | | | | | 3 | | |
| Vanderburg | 111 | 35 | 52 | 10 | 4 | 6 | | | | 1 | | | | | 1 | 2 |
| Vermillion | 12 | 6 | 6 | | | | | | | | | | | | | |
| Vigo | 115 | 46 | 49 | 6 | 5 | 7 | | | | 1 | | | | | | 1 |
| Wabash | 23 | 7 | 14 | 1 | | 1 | | | | | | | | | | |
| Warren | 3 | | 1 | 1 | 1 | | | | | | | | | | | |
| Warrick | 24 | 6 | 12 | 1 | 1 | 1 | | | | | | | | 2 | | 1 |
| Washington | 19 | 8 | 7 | 4 | | | | | | | | | | | | |
| Wayne | 40 | 9 | 26 | 4 | | | | | | 1 | | | | | | |
| Wells | 22 | 7 | 11 | 1 | | | | | | | | | | 3 | | |
| White | 31 | 8 | 20 | | 1 | | | | | | | | | 1 | | 1 |
| Whitley | 33 | 11 | 19 | 1 | 1 | | | | | | | | | | | 1 |
| Unknown | 1 | | | | | 1 | | | | | | | | | | |
| **State Tot** | **4800** | **1618** | **2197** | **311** | **135** | **104** | **11** | | | **88** | **9** | **2** | | **123** | **35** | **187** |
| **Iowa** | | | | | | | | | | | | | | | | |
| Adair | 18 | 9 | 7 | 1 | | | | | | | | | | | | 1 |
| Adams | 15 | | 12 | 1 | | | | | | | | | | 2 | | |
| Allamakee | 14 | 5 | 6 | 1 | | | | | | | | | | | | 2 |
| Appanoose | 16 | 7 | 8 | | | 1 | | | | | | | | | | |
| Audubon | 13 | 6 | 7 | | | | | | | | | | | | | |
| Benton | 16 | 9 | 7 | | | | | | | | | | | | | |
| Black Hawk | 175 | 47 | 89 | 9 | 9 | 1 | 1 | | 1 | | | | | 4 | 1 | 13 |
| Boone | 24 | 11 | 10 | 1 | | 1 | | | | | | | | | | 1 |
| Bremer | 21 | 3 | 12 | 3 | | 1 | | | | | | | | 1 | | 1 |
| Buchanan | 21 | 7 | 12 | | 1 | | | | | | | | | | | 1 |
| Buena Vist | 27 | 8 | 17 | | | | | | | | | | | | | 2 |
| Butler | 19 | 8 | 6 | 1 | 1 | | | | | | | | | 1 | | 2 |
| Calhoun | 27 | 17 | 10 | | | | | | | | | | | | | |
| Carroll | 24 | 9 | 13 | 1 | 1 | | | | | | | | | | | |
| Cass | 28 | 11 | 15 | 1 | | | | | | | | | | 1 | | |
| Cedar | 11 | 6 | 5 | | | | | | | | | | | | | |
| Cerro Gord | 64 | 18 | 27 | 4 | 9 | 1 | | | | | 1 | | | 1 | | 3 |
| Cherokee | 37 | 15 | 16 | 4 | 1 | | | | | | | | | | | 1 |
| Chickasaw | 7 | 2 | 5 | | | | | | | | | | | | | |
| Clarke | 8 | 4 | 4 | | | | | | | | | | | | | |
| Clay | 22 | 7 | 12 | 3 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Iowa** | | | | | | | | | | | | | | | | |
| Clayton | 21 | 4 | 11 | 1 | | | | | | | | | | 2 | | 1 |
| Clinton | 25 | 11 | 11 | 2 | | | | | | | 2 | | | 2 | | 1 |
| Crawford | 19 | 4 | 13 | 1 | | | | | | | | | | | | 1 |
| Dallas | 29 | 10 | 17 | 1 | | | | | | | | | | 1 | | |
| Davis | 6 | 3 | 2 | | | | | | | | | | | | | 1 |
| Decatur | 20 | 6 | 13 | | 1 | | | | | | | | | | | |
| Delaware | 9 | 2 | 6 | 1 | | | | | | | | | | | | 1 |
| Des Moines | 56 | 26 | 20 | 4 | 1 | | | | | | | | | 1 | | 4 |
| Dickinson | 36 | 17 | 13 | 2 | 1 | | | 3 | | | | | | | | |
| Dubuque | 54 | 21 | 19 | 2 | 6 | 4 | 1 | | | | | | | | | 1 |
| Emmet | 20 | 7 | 10 | | 2 | | | | | | | | | | | |
| Fayette | 20 | 7 | 11 | 1 | | | | | | | | | | | | 1 |
| Floyd | 30 | 9 | 17 | 2 | 2 | | | | | | | | | 1 | | |
| Franklin | 20 | 5 | 12 | 1 | | | | | | | | | | | | |
| Fremont | 6 | 4 | 2 | | | | | | | | 1 | | | | | 1 |
| Greene | 21 | 12 | 9 | | | | | | | | | | | | | |
| Grundy | 10 | 2 | 5 | 1 | | | | | | | | | | | | |
| Guthrie | 19 | 7 | 11 | | | | | | | | | | | | | 2 |
| Hamilton | 27 | 8 | 15 | 2 | 1 | | | | | | | | | | | 1 |
| Hancock | 15 | 6 | 8 | 1 | | | | | | | | | | 1 | | |
| Hardin | 20 | 9 | 8 | 1 | | | | | | | | | | | | |
| Harrison | 14 | 4 | 10 | | | | | | | | | | | | | 2 |
| Henry | 22 | 5 | 14 | 2 | 1 | | | | | | | | | | | |
| Howard | 8 | 4 | 4 | | | | | | | | | | | | | |
| Humboldt | 16 | 5 | 9 | 1 | | | | | | | | | | | | |
| Ida | 12 | 4 | 5 | 1 | | | | | | | | | | | | 1 |
| Iowa | 21 | 4 | 14 | 1 | | 2 | | | | | | | | | | |
| Jackson | 14 | 7 | 4 | 3 | | | | | | | 1 | | | | | 1 |
| Jasper | 38 | 13 | 20 | | 3 | | | | | | | | | | | |
| Jefferson | 36 | 11 | 18 | 3 | 3 | | | | | | 2 | | | | | |
| Johnson | 107 | 46 | 39 | 6 | 1 | 1 | | | | | | | | | | |
| Jones | 13 | 5 | 6 | 2 | | 5 | | | | | | | | 1 | | 9 |
| Keokuk | 15 | 6 | 6 | 1 | | | | | | | | | | | | |
| Kossuth | 23 | 11 | 11 | 1 | | | | | | | | | | | | 2 |
| Lee | 40 | 10 | 17 | 6 | 3 | 2 | | | | | | | | | | |
| Linn | 238 | 66 | 112 | 12 | 8 | 3 | 1 | | | | 5 | | | 2 | | |
| Louisa | 12 | 5 | 6 | 1 | | | | | | | | | | 11 | 3 | 17 |
| Lucas | 12 | 4 | 5 | | 1 | 2 | | | | | | | | | | |
| Lyon | 16 | 8 | 5 | 2 | 1 | | | | | | | | | | | |
| Madison | 11 | 4 | 7 | | | | | | | | | | | | | |
| Mahaska | 24 | 6 | 13 | 3 | 1 | | | | | | | | | | | |
| Marion | 42 | 14 | 21 | | | | | | | | | | | | | 1 |
| Marshall | 34 | 15 | 15 | 1 | 1 | 1 | | | | | 1 | | | 2 | | 5 |
| Mills | 6 | | 5 | | | | | | | | | | | | | |
| Mitchell | 13 | 4 | 4 | 1 | | | | | | | | | | 1 | | |
| Monona | 22 | 6 | 13 | 3 | | | | | | | | | | 4 | | |
| Monroe | 17 | 7 | 8 | 2 | | | | | | | | | | | | |
| Montgomery | 24 | 5 | 13 | | 1 | | | | | | | | | | | |
| Muscatine | 53 | 22 | 20 | 2 | | 2 | | | | | 1 | | | 5 | | |
| O Brien | 31 | 9 | 20 | | | | | | | | | | | | | 6 |
| Osceola | 8 | 3 | 6 | | | | | | | | | | | | | 2 |
| Page | 35 | 18 | 16 | 1 | | | | | | | | | | | | |
| Palo Alto | 16 | 7 | 8 | 1 | | | | | | | | | | | | |
| Plymouth | 29 | 12 | 11 | 3 | | 2 | | | | | 1 | | | | | |
| Pocahontas | 20 | 7 | 13 | | | | | | | | | | | | | |
| Polk | 386 | 109 | 176 | 26 | 12 | 22 | | | | 1 | 7 | 5 | | 1 | | 27 |
| Pottawatta | 60 | 15 | 29 | 5 | 4 | 1 | | | | | | | | 5 | | 1 |
| Poweshink | 19 | 8 | 6 | 1 | 2 | 2 | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Iowa** | | | | | | | | | | | | | | | | |
| Ringgold | 4 | 1 | 2 | 1 | | | | | | | | | | | | |
| Sac | 14 | 4 | 9 | | 1 | | | | | | | | | | | |
| Scott | 129 | 33 | 59 | 10 | 4 | 3 | | | | | | | | 7 | 1 | 12 |
| Shelby | 26 | 12 | 14 | | | | | | | | | | | | | |
| Sioux | 27 | 11 | 12 | | | 4 | | | | | | | | | | 15 |
| Story | 96 | 20 | 50 | 5 | 6 | | | | | | | | | | | |
| Tama | 21 | 8 | 12 | | 1 | | | | | | | | | 1 | | |
| Taylor | 6 | 2 | 3 | | | | | | | | | | | 2 | 1 | |
| Union | 18 | 5 | 8 | 2 | | | | | | | | | | 1 | | |
| Van Buren | 9 | 3 | 4 | 1 | | | | | | | | | | 1 | | 2 |
| Wapello | 89 | 52 | 19 | 6 | 5 | 3 | | | | 1 | | | | 1 | | 27 |
| Warren | 88 | 29 | 29 | 2 | | | | | | | | | | 1 | | 5 |
| Washington | 18 | 4 | 7 | 1 | | | | | | | | | | | | |
| Wayne | 9 | 1 | 5 | 1 | 1 | 1 | | | | | | | | | | 5 |
| Webster | 52 | 17 | 22 | 3 | 3 | 1 | | | | | 1 | | | | 1 | |
| Winnebago | 31 | 11 | 17 | | 1 | 1 | | | | | | | 2 | | | |
| Winneshiek | 14 | 5 | 7 | | | | | | | | 4 | | | | 1 | 1 |
| Woodbury | 113 | 24 | 56 | 15 | 4 | 8 | | | | | | | | | | |
| Worth | 18 | 7 | 10 | | 1 | | | | | | | | | | | |
| Wright | 20 | 8 | 11 | 1 | | | | | | | | | | | | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | |
| **State Tot** | **3401** | **1136** | **1538** | **192** | **105** | **75** | **6** | | | **3** | **26** | **6** | **2** | **62** | **8** | **182** |
| **Kansas** | | | | | | | | | | | | | | | | |
| Allen | 16 | 7 | 8 | 1 | | | | | | | | | | 1 | | |
| Anderson | 21 | 3 | 15 | 2 | | | | | | | | | | | | |
| Atchison | 20 | 11 | 7 | 1 | 1 | | | | | | | | | | | 1 |
| Barber | 15 | 1 | 13 | | | | | | | | 1 | | | 1 | | |
| Barton | 46 | 16 | 21 | 6 | 1 | 1 | | | | | | | | | | |
| Bourbon | 27 | 13 | 12 | 1 | | | | | | | | | | 1 | | |
| Brown | 10 | 3 | 7 | | | | | | | | | | | | | |
| Butler | 106 | 46 | 55 | 4 | | | | | | | | | | | | |
| Chase | 3 | 1 | 2 | | | | | | | | | | | | | 1 |
| Chautauqua | 8 | 4 | 3 | | | | | | | | | | | | | |
| Cherokee | 14 | 7 | 7 | | | | | | | | | | | 1 | | 1 |
| Cheyenne | 18 | 9 | 7 | | | | | | | | | | | | | 2 |
| Clark | 18 | 8 | 7 | 1 | | | | | | | | | | | | |
| Clay | 16 | 5 | 7 | 2 | 2 | | | | | | | | | | | |
| Cloud | 17 | 9 | 8 | | | | | | | | | | | | | |
| Coffey | 8 | 4 | 4 | | | | | | | | | | | | | |
| Comanche | 9 | 6 | 2 | 1 | | | | | | | | | | 1 | | |
| Cowley | 51 | 17 | 25 | 7 | 1 | | | | | | | | | | | |
| Crawford | 32 | 8 | 21 | 2 | 1 | | | | | | | | | | | |
| Decatur | 20 | 13 | 7 | | | | | | | | | | | | | 2 |
| Dickinson | 33 | 11 | 19 | | | 1 | | | | | | | | 2 | | |
| Doniphan | 8 | 4 | 2 | | | | | | | | | | | 1 | | 2 |
| Douglas | 75 | 28 | 37 | 3 | 3 | 1 | | | | | | | | | | |
| Edwards | 11 | 7 | 2 | 2 | | | | | | | | | | | | |
| Elk | 4 | 3 | 1 | | | | | | | | | | | | | 1 |
| Ellis | 43 | 23 | 14 | 4 | 1 | | | | | | | | | | | 1 |
| Ellsworth | 9 | 7 | 1 | | | | | | | | | | | | | 1 |
| Finney | 77 | 20 | 42 | 7 | 2 | 1 | | | | | 1 | | | 2 | 1 | 1 |
| Ford | 51 | 10 | 31 | 6 | 1 | 2 | | | | | | | | | | |
| Franklin | 52 | 14 | 17 | 5 | 10 | 5 | | | | | 1 | | | | | |
| Geary | 33 | 16 | 13 | 1 | 2 | | | | | | | | | 1 | | |
| Gove | 15 | 1 | 12 | | 2 | | | | | | | | | | | |
| Graham | 12 | 6 | 4 | 1 | | | | | | | | | | 1 | | |
| Grant | 45 | 17 | 16 | 2 | 3 | | | | | | | | | 5 | 2 | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 2 ENGINE 7+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | | | |
| **Kansas** | | | | | | | | | | | | | | | | | | |
| Gray | 37 | 17 | 19 | 1 | | | | | | | | | | | | | | |
| Greeley | 23 | 9 | 14 | | | | | | | | | | | | | | | |
| Greenwood | 14 | 4 | 9 | | 1 | | | | | | | | | | | | | |
| Hamilton | 41 | 27 | 13 | 1 | | | | | | | | | | | | | | |
| Harper | 45 | 13 | 19 | 4 | | | | | | | | | | | | | | |
| Harvey | 75 | 20 | 42 | 3 | 1 | | | 5 | | | | 1 | 2 | 1 | | | | 8 |
| Haskell | 22 | 10 | 12 | | | | | | | | | | | | | | | |
| Hodgeman | 4 | 1 | 3 | | | | | | | | | | | | | | | |
| Jackson | 10 | 5 | 5 | | | | | | | | | | | | | | | |
| Jefferson | 18 | 7 | 10 | | | | | | | | | | | | | | | |
| Jewell | 12 | 10 | 1 | | 1 | | | | | | | | | | | 1 | | |
| Johnson | 494 | 112 | 227 | 44 | 58 | | | 13 | | | | | 8 | | | 6 | 3 | 23 |
| Kearny | 11 | 4 | 6 | 1 | | | | | | | | | | | | | | |
| Kingman | 18 | 8 | 10 | | | | | | | | | | | | | | | |
| Kiowa | 31 | 12 | 14 | | 4 | | | | | | | | | | | | | |
| Labette | 21 | 6 | 11 | | 1 | | | | | | | | | | | | | 1 |
| Lane | 7 | 3 | 3 | 1 | | | | | | | | | | | | 1 | | 2 |
| Leavenwort | 68 | 27 | 36 | | | | | | | | | | | | | | | |
| Lincoln | 5 | 2 | 3 | | | | | | | | | | | | | | | 1 |
| Linn | 14 | 8 | 5 | 1 | | | | | | | | | | | | | | |
| Logan | 20 | 9 | 11 | | | | | | | | | | | | | | | |
| Lyon | 30 | 11 | 19 | | | | | | | | | | | | | | | |
| Marion | 26 | 5 | 14 | 1 | | | | | | | | | | | | | | |
| Marshall | 8 | 4 | 4 | | | | | | | | | | | | | 5 | 1 | |
| Mcpherson | 40 | 13 | 20 | 5 | | | | 1 | | | | | 1 | | | | | |
| Meade | 34 | 20 | 13 | 1 | | | | | | | | | | | | | | |
| Miami | 33 | 16 | 15 | 1 | | | | | | | | | | | | | | |
| Mitchell | 21 | 11 | 9 | | 1 | | | | | | | | | | | | | 1 |
| Montgomery | 58 | 18 | 31 | 3 | 5 | | | 1 | | | | | | | | | | |
| Morris | 4 | | 3 | 1 | | | | | | | | | | | | | | |
| Morton | 15 | 5 | 10 | | | | | | | | | | | | | | | |
| Nemaha | 8 | 2 | 6 | | | | | | | | | | | | | | | |
| Neosho | 26 | 6 | 15 | 2 | | | | 1 | | | | | | | | 2 | | |
| Ness | 13 | 4 | 9 | | | | | | | | | | | | | | | |
| Norton | 13 | 6 | 5 | | | | | 1 | | | | | | | | 1 | | |
| Osage | 25 | 13 | 12 | | | | | | | | | | | | | | | |
| Osborne | 7 | 5 | 2 | | | | | | | | | | | | | | | |
| Ottawa | 12 | 6 | 4 | | 1 | | | | | | | | | | | | | |
| Pawnee | 37 | 17 | 15 | 1 | 1 | | | | | | | | | | | 1 | | |
| Phillips | 15 | 5 | 6 | 1 | 1 | | | | | | | | | | | 1 | | 2 |
| Pottawatom | 11 | 3 | 8 | | | | | | | | | | | | | 1 | | 1 |
| Pratt | 37 | 15 | 16 | 3 | | | | | | | | | | | | | | |
| Rawlins | 17 | 10 | 4 | | | | | | | | | | | | | 1 | | 2 |
| Reno | 75 | 22 | 34 | 5 | 2 | | | 4 | | | | | 2 | | | 2 | | 1 |
| Republic | 11 | 6 | 5 | | | | | | | | | | | | | 1 | | 5 |
| Rice | 27 | 16 | 10 | 1 | | | | | | | | | | | | | | |
| Riley | 69 | 21 | 37 | 3 | 6 | | | 1 | | | | | | | | | | |
| Rooks | 12 | 6 | 6 | | | | | | | | | | | | | 1 | | |
| Rush | 11 | 7 | 4 | | | | | | | | | | | | | | | |
| Russell | 17 | 8 | 5 | 3 | | | | | | | | | | | | | | |
| Saline | 96 | 24 | 43 | 9 | 4 | | | 4 | | | | 1 | | | | 1 | | |
| Scott | 28 | 11 | 13 | 1 | 2 | | | 1 | | | | | | | | 9 | | 2 |
| Sedgwick | 1077 | 287 | 482 | 65 | 26 | | 22 | 56 | 13 | | | | 53 | 4 | 3 | 10 | 4 | 52 |
| Seward | 62 | 19 | 28 | 6 | 7 | | | | | | | | | | | | | |
| Shawnee | 211 | 68 | 88 | 15 | 10 | 1 | | 1 | 1 | | | | 2 | | | 1 | | 1 |
| Sheridan | 13 | 10 | 3 | | | | | | | | | | | | | 4 | | 21 |
| Sherman | 23 | 11 | 10 | 1 | | | | 1 | | | | | | | | | | |
| Smith | 9 | 4 | 4 | | | | | | | | | | | | | | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 1 | 2 ENGINE 1-12 PLACE | | 3+ENG 13+ PLACE | 2 | 2 ENGINE 1-12 PLACE | | 3+ENG 13+ PLACE | | | |
| **Kansas** | | | | | | | | | | | | | | | | |
| Stafford | 13 | 8 | 4 | 1 | | | | | | | | | | | | |
| Stanton | 27 | 6 | 18 | 2 | | | 1 | | | | | | | | | |
| Stevens | 30 | 12 | 17 | | 1 | | | | | | | | | | | |
| Sumner | 54 | 19 | 33 | | 1 | | | 1 | | | | | | | | |
| Thomas | 34 | 24 | 8 | 2 | | | | | | | | | | | | |
| Trego | 6 | | 5 | 1 | | | | | | | | | | | | |
| Wabaunsee | 6 | 3 | 2 | 1 | | | | | | | | | | | | |
| Wallace | 27 | 14 | 10 | 1 | | | | | | | | | | | | 2 |
| Washington | 9 | 5 | 4 | | | | | | | | | | | | | |
| Wichita | 21 | 11 | 6 | 1 | | | | 3 | | | | | | | | |
| Wilson | 18 | 8 | 7 | | | | | 1 | | | | | | 2 | | |
| Woodson | 3 | 1 | 2 | | | | | | | | | | | | | |
| Wyandotte | 79 | 35 | 33 | 2 | 2 | | | 2 | | | 1 | | | 1 | | 3 |
| **State Tot** | **4491** | **1533** | **2083** | **254** | **166** | **1** | **23** | **108** | **14** | **2** | **73** | **5** | **3** | **69** | **11** | **146** |
| **Kentucky** | | | | | | | | | | | | | | | | |
| Adair | 5 | 3 | 2 | | | | | | | | | | | | | |
| Allen | 1 | 1 | | | | | | | | | | | | | | |
| Anderson | 7 | 3 | 4 | | | | | | | | | | | | | |
| Ballard | 4 | 2 | 1 | | | | | | | | | | | 1 | | |
| Barren | 17 | 5 | 9 | | 3 | | | | | | | | | | | |
| Bath | 2 | 1 | 1 | | | | | | | | | | | | | |
| Bell | 15 | 3 | 9 | 3 | | | | | | | | | | | | |
| Boone | 22 | 7 | 11 | 1 | | | | 1 | | | | | | 2 | | |
| Bourbon | 5 | 2 | 2 | | | | | 1 | | | | | | | | |
| Boyd | 42 | 13 | 14 | 5 | 3 | | | 3 | | | 1 | 1 | | | 1 | 1 |
| Boyle | 16 | 5 | 10 | | 1 | | | | | | | | | | | |
| Bracken | 3 | 3 | | | | | | | | | | | | | | |
| Breathitt | 6 | 4 | 2 | | | | | | | | | | | | | |
| Breckinrid | 4 | 1 | 2 | 1 | | | | | | | | | | | | |
| Bullitt | 16 | 4 | 8 | 2 | | | | | | | | | | 1 | | 1 |
| Butler | 8 | 4 | 4 | | | | | | | | | | | | | |
| Caldwell | 3 | 1 | 1 | 1 | | | | | | | | | | | 1 | |
| Calloway | 30 | 15 | 12 | 1 | 1 | | | | | | | | | | | |
| Campbell | 25 | 6 | 12 | 1 | | | | 1 | | | 2 | | | | | 3 |
| Carlisle | 2 | 1 | 1 | | | | | | | | | | | | | |
| Carroll | 4 | | 3 | 1 | | | | | | | | | | | | |
| Carter | 7 | 2 | 5 | | | | | | | | | | | | | |
| Casey | 5 | 1 | 4 | | | | | | | | | | | | | |
| Christian | 54 | 18 | 27 | 6 | 3 | | | | | | | | | 1 | | 6 |
| Clark | 19 | 6 | 6 | | | | | | | | | | | | 1 | |
| Clay | 6 | 1 | 4 | | | | | | | | | | | | | |
| Clinton | 4 | 2 | 2 | | | | | | | | | | | | | |
| Crittenden | 4 | 2 | 2 | | | | | | | | | | | | | |
| Cumberland | 4 | 2 | 2 | | | | | | | | | | | | | |
| Daviess | 91 | 25 | 35 | 12 | 5 | | | 5 | | | 4 | 1 | | 1 | | 3 |
| Edmonson | 3 | 1 | 2 | | | | | | | | | | | | | |
| Estill | 7 | 6 | 1 | | | | | | | | | | | | | |
| Fayette | 161 | 38 | 74 | 17 | 2 | | | 9 | 2 | | 2 | | | 5 | 6 | 6 |
| Fleming | 5 | 1 | 3 | | | | | | | | | | | 1 | | |
| Floyd | 20 | | 11 | 3 | 2 | | | 2 | | | | | | 2 | | |
| Franklin | 44 | 13 | 21 | 3 | 2 | | | | | | | | | | 4 | 1 |
| Fulton | 4 | 1 | 3 | | | | | | | | | | | | | |
| Gallatin | 2 | 1 | | | 1 | | | | | | | | | | | |
| Garrard | 3 | | 1 | | | | | | | | | | | 2 | | |
| Grant | 4 | 3 | 1 | | | | | | | | | | | | | |
| Graves | 23 | 7 | 11 | 2 | 2 | | | | | | | | | 1 | | |
| Grayson | 15 | 5 | 10 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | | | |
| **Kentucky** | | | | | | | | | | | | | | | | |
| Green | 3 | | 2 | 1 | | | | | | | | | | | | |
| Greenup | 13 | 6 | 5 | 2 | | | | | | | | | | | | |
| Hancock | 3 | 1 | 1 | 1 | | | | | | | | | | | | |
| Hardin | 46 | 21 | 21 | 2 | 2 | | | | | | | | | | | |
| Harlan | 11 | | 7 | 1 | | 2 | | | | | | | | 1 | | |
| Harrison | 4 | 1 | 3 | | | | | | | | | | | | | |
| Hart | 1 | 1 | | | | | | | | | | | | | | |
| Henderson | 21 | 5 | 11 | 1 | 1 | | | | | 2 | | | | 1 | | |
| Henry | 3 | 1 | 1 | | | | | | | | | | | | | 1 |
| Hickman | 2 | | 2 | | | | | | | | | | | | | |
| Hopkins | 24 | 4 | 10 | 3 | 1 | 1 | | | | 1 | | | | 2 | 1 | 1 |
| Jackson | 1 | 1 | | | | | | | | | | | | | | |
| Jefferson | 452 | 138 | 148 | 38 | 10 | 14 | | | | 9 | 4 | 1 | | 6 | 5 | 79 |
| Jessamine | 14 | 4 | 7 | 1 | | | | | | | | | | 1 | 1 | |
| Johnson | 12 | 4 | 7 | 1 | | | | | | | | | | | | |
| Kenton | 40 | 10 | 22 | 2 | | | | | | | | | | 2 | | 4 |
| Knott | 2 | 1 | 1 | | | | | | | | | | | | | |
| Knox | 4 | | 1 | 1 | 2 | | | | | | | | | | | |
| Larue | 3 | 2 | 1 | | | | | | | | | | | | | |
| Laurel | 22 | 7 | 6 | 1 | 1 | 2 | | | | 1 | | | | | 4 | |
| Lawrence | 1 | | 1 | | | | | | | | | | | | | |
| Lee | 4 | 1 | 1 | 2 | | | | | | | | | | | | |
| Leslie | 2 | 1 | 1 | | | | | | | | | | | | | |
| Letcher | 10 | 4 | 4 | 1 | | | | | | | | | | | | 1 |
| Lewis | 3 | 3 | | | | | | | | | | | | | | |
| Livingston | 3 | | 1 | | | 1 | | | | | | | | 1 | | |
| Logan | 15 | 5 | 5 | 1 | | | | | | | | | | 1 | 1 | 2 |
| Lyon | 1 | | | | | | | | | | | | | | 1 | |
| Madison | 25 | 11 | 13 | | | | | | | | | | | | | 1 |
| Magoffin | 3 | | 1 | | | | 1 | | | | | | | | 1 | |
| Marion | 7 | 3 | 3 | 1 | | | | | | | | | | | | |
| Marshall | 10 | 1 | 4 | | 3 | 1 | | | | | | | | 1 | | |
| Martin | 1 | | 1 | | | | | | | | | | | | | |
| Mason | 8 | 4 | 3 | 1 | | | | | | | | | | | | |
| Mccracken | 77 | 22 | 32 | 10 | 4 | 1 | | | | | | | | 8 | | |
| Mccreary | 1 | | 1 | | | | | | | | | | | | | |
| Mclean | 25 | 14 | 10 | | 1 | | | | | | | | | | | |
| Meade | 3 | 1 | 2 | | | | | | | | | | | | | |
| Menifee | 1 | 1 | | | | | | | | | | | | | | |
| Mercer | 15 | 6 | 5 | 2 | 1 | | | | | | | | | | | 1 |
| Metcalfe | 1 | | 1 | | | | | | | | | | | | | |
| Monroe | 3 | 3 | | | | | | | | | | | | | | |
| Montgomery | 20 | 4 | 14 | 2 | | | | | | | | | | | | |
| Morgan | 4 | 1 | 3 | | | | | | | | | | | | | |
| Muhlenberg | 19 | 6 | 9 | | 2 | 1 | | | | 1 | | | | | | |
| Nelson | 21 | 6 | 13 | 1 | | | | | | | | | | 1 | | |
| Ohio | 10 | 3 | 4 | 1 | | | | | | 1 | | | | | 1 | |
| Oldham | 23 | 4 | 15 | 2 | | | | | | | | | | | | 2 |
| Owen | 1 | 1 | | | | | | | | | | | | | | |
| Pendleton | 6 | 2 | 4 | | | | | | | | | | | | | |
| Perry | 26 | 5 | 11 | 5 | 2 | | | | | | | | | 1 | 2 | |
| Pike | 24 | 4 | 15 | 3 | 1 | | | | | | | | | | 1 | |
| Powell | 7 | 4 | 3 | | | | | | | | | | | | | |
| Pulaski | 36 | 12 | 17 | 4 | 1 | 1 | | | | 1 | | | | | | |
| Robertson | 1 | | 1 | | | | | | | | | | | | | |
| Rockcastle | 4 | 1 | 2 | 1 | | | | | | | | | | | | |
| Rowan | 11 | 7 | 4 | | | | | | | | | | | | | |
| Russell | 9 | 5 | 4 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **Kentucky** | | | | | | | | | | | | | | | | |
| Scott | 12 | 3 | 6 | | | | | | | | | | | 3 | | |
| Shelby | 12 | 5 | 4 | | 1 | | | | | | | | | | | 2 |
| Simpson | 8 | 1 | 6 | 1 | | | | | | | | | | | | |
| Taylor | 14 | 3 | 7 | 3 | 1 | | | | | | | | | | | |
| Todd | 12 | 4 | 6 | | 2 | | | | | | | | | | | |
| Trigg | 5 | 2 | 1 | 2 | | | | | | | | | | | | |
| Trimble | 2 | 2 | | | | | | | | | | | | | | |
| Union | 13 | 6 | 5 | 1 | | | | | | | | 1 | | | | |
| Warren | 52 | 16 | 26 | 4 | 1 | | | | | | | 1 | | 1 | | 3 |
| Washington | 6 | 4 | 1 | 1 | | | | | | | | | | | | |
| Wayne | 8 | 3 | 5 | | | | | | | | | | | | | |
| Webster | 8 | | 6 | | 2 | | | | | | | | | 1 | | |
| Whitley | 17 | 4 | 10 | 2 | | | | | | | | | | | | |
| Wolfe | 1 | | 1 | | | | | | | | | | | | | |
| Woodford | 31 | 8 | 10 | 1 | | | | 1 | | | | 1 | | | 1 | 9 |
| **State Tot** | **2045** | **832** | **891** | **186** | **64** | | | **47** | **3** | | | **27** | **7** | **1** | **46** | **34** | **127** |
| **Louisiana** | | | | | | | | | | | | | | | | |
| Acadia | 70 | 59 | 7 | 2 | 1 | | | | | | | | | 1 | | |
| Allen | 14 | 8 | 5 | 1 | | | | | | | | | | | | |
| Ascension | 37 | 10 | 20 | 4 | | | | | | | | | | 1 | | 2 |
| Assumption | 14 | 5 | 3 | 1 | | | | | | | | | | 3 | 2 | |
| Avoyelles | 44 | 24 | 15 | 1 | 3 | | | | | | | | | 1 | | |
| Beauregard | 31 | 13 | 15 | 2 | | | | | | | | | | 1 | | |
| Bienville | 9 | 1 | 6 | 1 | 1 | | | | | | | | | | | |
| Bossier | 119 | 25 | 61 | 13 | 7 | | | 4 | | | | 2 | | 4 | 2 | 1 |
| Caddo | 244 | 89 | 98 | 30 | 6 | | | 7 | 1 | | | | | 4 | 8 | 1 |
| Calcasieu | 159 | 65 | 54 | 10 | 5 | | | 5 | 3 | | 1 | 1 | | 1 | 10 | 1 | 3 |
| Caldwell | 16 | 11 | 5 | | | | | | | | | | | | | |
| Cameron | 15 | 2 | 11 | 2 | | | | | | | | | | | | |
| Catahoula | 14 | 10 | 4 | | | | | | | | | | | | | |
| Claiborne | 8 | 3 | 5 | | | | | | | | | | | | | |
| Concordia | 27 | 18 | 7 | 1 | | | | 1 | | | | | | | | |
| De Soto | 12 | 4 | 5 | 2 | | | | | | | | | | 1 | | |
| East Baton | 304 | 66 | 152 | 30 | 16 | | | 13 | 1 | | | 1 | | 11 | 10 | 4 |
| East Carro | 45 | 37 | 6 | 2 | | | | | | | | | | 6 | | |
| East Felic | 27 | 14 | 7 | | | | | | | | | | | 2 | | |
| Evangeline | 25 | 18 | 2 | 1 | 2 | | | | | | | | | 1 | | |
| Franklin | 70 | 52 | 16 | 1 | | | | | | | | | | 1 | | |
| Grant | 9 | 4 | 4 | | | | | | | | | | | | | |
| Iberia | 64 | 25 | 29 | 7 | 2 | | | 1 | | | | | | | | |
| Iberville | 14 | 5 | 4 | 2 | | | | 2 | | | | | | | | 1 |
| Jackson | 20 | 6 | 10 | 3 | 1 | | | | | | | | | | | |
| Jefferson | 205 | 68 | 90 | 14 | 11 | | | 6 | | | | | 1 | 6 | 6 | 3 |
| Jefferson | 53 | 41 | 8 | 2 | | | | 1 | | | | | | 1 | | |
| La Salle | 10 | 1 | | 4 | 1 | | | | | | | 1 | | 3 | | |
| Lafayette | 473 | 66 | 90 | 19 | 10 | | | 8 | | | | 3 | | 6 | 263 | 8 |
| Lafourche | 45 | 20 | 19 | 3 | 2 | | | | | | | 1 | | | | |
| Lincoln | 36 | 11 | 14 | 5 | | | | 5 | | | | | | | | 1 |
| Livingston | 27 | 10 | 13 | 2 | | | | 1 | | | | | | 1 | | |
| Madison | 43 | 31 | 6 | 2 | 2 | | | | | 2 | | | | | | |
| Morehouse | 59 | 43 | 13 | 2 | 1 | | | | | | | | | | | |
| Natchitoch | 22 | 9 | 9 | 3 | | | | | | | | | | 1 | | |
| Orleans | 262 | 60 | 94 | 25 | 10 | 1 | | 5 | 2 | | 1 | 9 | 5 | 3 | 44 | 3 |
| Ouachita | 164 | 53 | 70 | 21 | 8 | | | 8 | | | | 2 | | | | 2 |
| Plaquemine | 47 | 8 | 31 | 3 | 1 | | | | | | | | | | 2 | 2 |
| Pointe Cou | 21 | 7 | 6 | 1 | 1 | | | 2 | | | | 1 | | 1 | 2 | |
| Rapides | 121 | 41 | 65 | 4 | 2 | | | 4 | | | | | | | | 5 |

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STATE
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| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Louisiana** | | | | | | | | | | | | | | | | |
| Red River | 10 | 7 | 3 | | | | | | | | | | | | | |
| Richland | 57 | 38 | 12 | | 1 | | 1 | | | | | | | 5 | | |
| Sabine | 10 | 2 | 6 | 2 | | | | | | | | | | | | |
| St Bernard | 19 | 3 | 13 | 1 | | | | | | | | | | 2 | | |
| St Charles | 25 | 11 | 11 | 1 | | | | | | | | | | 1 | 1 | |
| St James | 5 | 5 | | | | | | | | | | | | | | |
| St John Th | 14 | 6 | 6 | 1 | | | | | | | | | | 1 | | |
| St Landry | 72 | 41 | 19 | 5 | 3 | | | | | | | | | 2 | 1 | 1 |
| St Martin | 12 | 7 | 5 | | | | | | | | | | | | | |
| St Mary | 68 | 27 | 31 | 3 | 1 | | 2 | | | | | | | | 4 | |
| St Tammany | 178 | 73 | 85 | 10 | 2 | | 2 | | | | | | | 2 | | 4 |
| Tangipahoa | 77 | 24 | 42 | 7 | 3 | | | | | | | | | | | 1 |
| Tensas | 28 | 19 | 7 | 2 | | | | | | | | | | | | |
| Terrebonne | 67 | 27 | 36 | 1 | | | 1 | | | 1 | | | | 1 | | |
| Union | 15 | 6 | 5 | 2 | | | 1 | | | | | | 1 | | | |
| Vermilion | 74 | 58 | 11 | 2 | | | 1 | | | | | | | 2 | | |
| Vernon | 26 | 7 | 15 | 3 | 1 | | | | | | | | | | | |
| Washington | 16 | 7 | 7 | 1 | 1 | | | | | | | | | | | |
| Webster | 24 | 8 | 10 | 1 | 1 | | 2 | | | | | | | 2 | | |
| West Baton | 8 | 2 | 3 | 1 | 1 | | | | | | | | | 1 | | |
| West Carro | 37 | 27 | 8 | 1 | 1 | | | | | | | | | | | |
| West Felic | 3 | 1 | 2 | | | | | | | | | | | | | |
| Winn | 5 | | 5 | | | | | | | | | | | | | |
| **State Tot** | **3849** | **1449** | **1421** | **270** | **108** | | **1** | **83** | **7** | **2** | **3** | **21** | **6** | **2** | **88** | **346** | **42** |
| **Maine** | | | | | | | | | | | | | | | | |
| Androscogg | 88 | 30 | 46 | 4 | 3 | 3 | | | | | | | | | | 2 |
| Aroostook | 94 | 32 | 48 | 7 | 3 | | 1 | | | | | | | 2 | | 1 |
| Cumberland | 224 | 89 | 94 | 19 | 8 | | 6 | | | | | 1 | | 1 | 1 | 5 |
| Franklin | 71 | 29 | 35 | 1 | 1 | | | | | | | | | | 1 | 4 |
| Hancock | 68 | 27 | 36 | 4 | | | | | | | | | | | | 1 |
| Kennebec | 150 | 52 | 70 | 5 | 2 | | 2 | | | | | 3 | | 8 | 5 | 3 |
| Knox | 74 | 34 | 31 | 4 | | | 1 | | | | | | | 2 | | 2 |
| Lincoln | 53 | 26 | 18 | 4 | 2 | | | | | | | | | 1 | | 2 |
| Oxford | 71 | 31 | 34 | 3 | 1 | | | | | | | | | 1 | | 1 |
| Penobscot | 253 | 128 | 98 | 14 | 4 | | 2 | 4 | | | | | | | 2 | 1 |
| Piscataqui | 54 | 20 | 26 | 2 | 3 | | | | | | | | | 2 | 1 | |
| Sagadahoc | 32 | 22 | 10 | | | | | | | | | | | | | |
| Somerset | 106 | 55 | 40 | 8 | | | | | | | | | | 1 | 1 | 1 |
| Waldo | 41 | 17 | 22 | 1 | | | | | | | | | | 1 | | |
| Washington | 52 | 15 | 30 | 3 | | | | | | | | | | 2 | 2 | |
| York | 170 | 78 | 69 | 4 | 5 | | | | | | | | | 3 | 1 | 10 |
| **State Tot** | **1601** | **685** | **707** | **83** | **32** | **3** | **12** | **4** | | | **4** | | | **24** | **14** | **33** |
| **Maryland** | | | | | | | | | | | | | | | | |
| Allegany | 94 | 48 | 26 | 8 | 8 | | | | | | | | | 1 | 1 | 2 |
| Anne Arund | 379 | 127 | 188 | 24 | 4 | | 8 | | | | 1 | | 2 | 3 | 1 | 21 |
| Baltimore | 14 | | 2 | | 1 | | 2 | 1 | | | 5 | 3 | | | | |
| Baltimore | 572 | 169 | 270 | 32 | 14 | | 11 | 1 | | | 19 | 10 | 2 | 13 | 15 | 16 |
| Calvert | 33 | 6 | 24 | 3 | | | | | | | | | | | | |
| Caroline | 20 | 5 | 11 | 1 | | | | | | | | | | | | 3 |
| Carroll | 169 | 59 | 92 | 3 | 1 | | | | | | | | | 5 | 1 | 8 |
| Cecil | 55 | 21 | 25 | 2 | | | 1 | | | | | | | | 1 | 5 |
| Charles | 93 | 34 | 49 | 3 | 2 | | | | | | | | | 1 | 1 | 3 |
| Dorchester | 40 | 11 | 24 | 3 | 1 | | | | | | 1 | | | | | |
| Frederick | 148 | 47 | 71 | 10 | | | 1 | | | | | | | 9 | 2 | 8 |
| Garrett | 27 | 10 | 13 | 1 | | | | | | | | | | 2 | 1 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Maryland** | | | | | | | | | | | | | | | | |
| Harford | 127 | 49 | 61 | 5 | 3 | | 2 | | | | | | | 2 | | 5 |
| Howard | 120 | 25 | 68 | 7 | 3 | | 2 | | | | 1 | | | 1 | 2 | 11 |
| Kent | 33 | 13 | 15 | 1 | 1 | | 1 | | | | | | | | | 2 |
| Montgomery | 456 | 114 | 248 | 36 | 7 | | 9 | 3 | | | 5 | | | 6 | 3 | 25 |
| Prince Geo | 398 | 124 | 227 | 25 | 3 | | | 1 | | | 6 | 1 | | 3 | | 8 |
| Queen Anne | 65 | 27 | 33 | 2 | | | | | | | 1 | | | 1 | | 1 |
| Somerset | 20 | 8 | 12 | | | | | | | | | | | | | 4 |
| St Marys | 93 | 32 | 55 | 1 | 1 | | | | | | | | | | 2 | 2 |
| Talbot | 79 | 23 | 38 | 10 | 4 | | | | | | | | | 1 | 1 | 5 |
| Washington | 101 | 20 | 58 | 12 | 2 | | 2 | | | | | | | | | 3 |
| Wicomico | 66 | 25 | 21 | 11 | 3 | | 1 | 2 | | | | | | | | |
| Worcester | 56 | 24 | 24 | 3 | 3 | | 1 | | | | 1 | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 1 | | | | | | 1 | | | | | | | | | |
| **State Tot** | **3260** | **1021** | **1656** | **203** | **61** | | **42** | **8** | | | **40** | **14** | **4** | **48** | **31** | **132** |
| **Massachuse** | | | | | | | | | | | | | | | | |
| Barnstable | 200 | 49 | 114 | 18 | 13 | | 2 | | | | 1 | | | 3 | | |
| Berkshire | 121 | 40 | 51 | 10 | 5 | | 2 | | | | 3 | | | 2 | 3 | 5 |
| Bristol | 305 | 113 | 140 | 11 | 11 | | 2 | | | | | | 2 | 3 | 2 | 21 |
| Dukes | 51 | 12 | 32 | 3 | 4 | | | | | | | | | | | |
| Essex | 391 | 132 | 201 | 22 | 7 | | 3 | | | | | | | 8 | 6 | 12 |
| Franklin | 85 | 36 | 38 | 5 | 1 | | | | | 1 | | | | | | 4 |
| Hampden | 239 | 77 | 122 | 9 | 2 | | | | | | 1 | | | 6 | 5 | 17 |
| Hampshire | 115 | 29 | 64 | 6 | 4 | | | | | | | | | 2 | | 10 |
| Middlesex | 672 | 205 | 341 | 36 | 9 | | 13 | 1 | | | 5 | 1 | | 12 | 13 | 36 |
| Nantucket | 71 | 16 | 32 | 13 | 8 | | 1 | | | | | | | | | 1 |
| Norfolk | 229 | 57 | 122 | 16 | 12 | | 4 | 2 | | | 2 | 2 | | 4 | 2 | 6 |
| Plymouth | 382 | 147 | 168 | 18 | 11 | 1 | 1 | 1 | | | 3 | | | 13 | 6 | 13 |
| Suffolk | 676 | 140 | 297 | 50 | 25 | | 13 | 17 | | | 20 | 11 | 4 | 12 | 37 | 50 |
| Worcester | 566 | 161 | 318 | 31 | 6 | | 2 | | | | 4 | 1 | | 16 | 3 | 24 |
| **State Tot** | **4103** | **1214** | **2040** | **248** | **118** | **1** | **43** | **21** | | **1** | **39** | **15** | **6** | **81** | **77** | **199** |
| **Michigan** | | | | | | | | | | | | | | | | |
| Alcona | 14 | 9 | 4 | | | | | | | | | | | 1 | | |
| Alger | 6 | 3 | 3 | | | | | | | | | | | | | |
| Allegan | 92 | 48 | 39 | 4 | | | | | | | | | | | | 1 |
| Alpena | 20 | 5 | 9 | 4 | 1 | | | | | | 1 | | | | | |
| Antrim | 45 | 24 | 18 | 3 | | | | | | | | | | | | |
| Arenac | 14 | 10 | 4 | | | | | | | | | | | | | |
| Baraga | 3 | 1 | 2 | | | | | | | | | | | | | |
| Barry | 32 | 14 | 12 | 2 | 1 | | 1 | | | | | | | 1 | | 1 |
| Bay | 72 | 31 | 38 | | | | | | | | | | | 3 | | |
| Benzie | 17 | 8 | 5 | | | | 1 | | | | | | | | | 3 |
| Berrien | 199 | 85 | 78 | 17 | 5 | | 3 | 2 | | | | | 3 | | | 6 |
| Branch | 46 | 14 | 21 | 3 | 2 | | 1 | | | | | | | 3 | | 2 |
| Calhoun | 140 | 40 | 49 | 6 | 1 | | 2 | | | | | | 3 | 2 | | 37 |
| Cass | 50 | 16 | 29 | 2 | | | | | | 1 | | | | 1 | | 1 |
| Charlevoix | 62 | 26 | 21 | 7 | 5 | | | | | | 1 | | | | | 2 |
| Cheboygan | 51 | 25 | 19 | 1 | 2 | | | | | | | | | | | 4 |
| Chippewa | 29 | 13 | 13 | 2 | 1 | | | | | | | | | | | |
| Clare | 32 | 9 | 16 | 4 | 2 | | | | | | | | | 1 | | |
| Clinton | 84 | 33 | 42 | 3 | | | | | | | | | | 1 | | 5 |
| Crawford | 7 | 3 | 4 | | | | | | | | | | | | | |
| Delta | 47 | 14 | 26 | 5 | | | | | | | | | | 2 | | |
| Dickinson | 46 | 12 | 11 | 3 | 15 | | 4 | | | | | | | 1 | | |
| Eaton | 124 | 47 | 63 | 6 | 1 | | 1 | | | | | | | 1 | | 5 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE

FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Michigan** | | | | | | | | | | | | | | | | | |
| Emmet | 45 | 20 | 16 | 6 | 1 | | | | | | | | | | | | 2 |
| Genesee | 405 | 131 | 215 | 17 | 9 | | 1 | | | | 4 | | | | 4 | | 24 |
| Gladwin | 17 | 5 | 12 | | | | | | | | | | | | | | |
| Gogebic | 7 | 1 | 4 | 2 | | | | | | | | | | | | | |
| Grand Trav | 135 | 53 | 65 | 7 | 4 | | 2 | | | | 1 | | | | 1 | | 2 |
| Gratiot | 59 | 22 | 24 | 6 | 5 | | 2 | | | | | | | | | | |
| Hillsdale | 34 | 16 | 16 | 1 | | | | | | | | | | | | | 1 |
| Houghton | 15 | 2 | 8 | 2 | 3 | | | | | | | | | | | | |
| Huron | 49 | 24 | 20 | 2 | 1 | | | | | | | | | | 1 | | 1 |
| Ingham | 328 | 100 | 157 | 22 | 12 | 1 | 4 | | | 1 | 1 | | | | 5 | 4 | 21 |
| Ionia | 46 | 21 | 16 | 2 | 1 | | | | | | | | | | | | 6 |
| Iosco | 28 | 7 | 14 | 3 | 4 | | | | | | | | | | | | |
| Iron | 9 | 1 | 5 | 2 | 1 | | | | | | | | | | | | |
| Isabella | 82 | 29 | 45 | 5 | 1 | | | | | | | | | | 1 | | 1 |
| Jackson | 205 | 61 | 101 | 12 | 3 | | 3 | | | | 5 | | | | 5 | 2 | 13 |
| Kalamazoo | 293 | 118 | 121 | 16 | 7 | 3 | 1 | 1 | | | 3 | 1 | | | 3 | 2 | 17 |
| Kalkaska | 12 | 2 | 8 | | 1 | | 1 | | | | | | | | | | |
| Kent | 491 | 135 | 214 | 41 | 16 | | 12 | | | | 9 | 6 | 1 | | 7 | 4 | 46 |
| Lake | 1 | | 1 | | | | | | | | | | | | | | |
| Lapeer | 84 | 24 | 44 | 7 | 3 | | 1 | | | | | | | | 3 | | 2 |
| Leelanau | 23 | 12 | 9 | 2 | | | | | | | | | | | | | |
| Lenawee | 126 | 48 | 52 | 9 | 2 | | 5 | | | | 3 | | | | 2 | | 5 |
| Livingston | 207 | 70 | 111 | 8 | 2 | | | | | | 1 | | | | 2 | 3 | 10 |
| Luce | 4 | 1 | 3 | | | | | | | | | | | | | | |
| Mackinac | 25 | 12 | 12 | | 1 | | | | | | | | | | | | |
| Macomb | 454 | 163 | 202 | 29 | 12 | | 6 | 1 | | | 3 | | | | 15 | 4 | 19 |
| Manistee | 19 | 4 | 13 | 1 | | | 1 | | | | | | | | | | |
| Marquette | 62 | 26 | 27 | 6 | 3 | | | | | | | | | | | | |
| Mason | 23 | 7 | 11 | 4 | 1 | | | | | | | | | | | | |
| Mecosta | 29 | 11 | 14 | 4 | | | | | | | | | | | | | |
| Menominee | 38 | 18 | 14 | 2 | | | | | | | | | | | 3 | 1 | |
| Midland | 97 | 31 | 49 | 3 | 3 | | 5 | | | | 3 | 1 | 1 | | | | 1 |
| Missaukee | 53 | 27 | 21 | 1 | | | | | | | | | | | | | 4 |
| Monroe | 120 | 49 | 59 | 6 | 2 | | | | | | | | | | 3 | 1 | |
| Montcalm | 92 | 35 | 40 | 4 | | | | | | | | | | | 10 | 1 | 2 |
| Montmorenc | 12 | 7 | 5 | | | | | | | | | | | | | | |
| Muskegon | 106 | 51 | 38 | 3 | 3 | | 3 | | | | 3 | 1 | | | 1 | | 3 |
| Newaygo | 44 | 25 | 16 | 1 | | | | | | | 1 | | | | 1 | | |
| Oakland | 1160 | 298 | 521 | 96 | 76 | | 27 | 1 | | 1 | 28 | 3 | 3 | | 14 | 6 | 86 |
| Oceana | 39 | 12 | 19 | 1 | | | | | | | | | | | 2 | 1 | 4 |
| Ogemaw | 14 | 5 | 7 | 2 | | | | | | | | | | | | | |
| Ontonagon | 7 | 5 | 2 | | | | | | | | | | | | | | |
| Osceola | 21 | 11 | 10 | | | | | | | | | | | | | | |
| Oscoda | 3 | 1 | 2 | | | | | | | | | | | | | | |
| Otsego | 39 | 12 | 24 | 3 | | | | | | | | | | | | | |
| Ottawa | 189 | 71 | 75 | 15 | 3 | | 6 | 1 | | | 3 | 4 | | | 5 | | 6 |
| Presque Is | 7 | | 7 | | | | | | | | | | | | | | |
| Roscommon | 40 | 18 | 18 | 1 | 2 | | | | | 1 | | | | | | | |
| Saginaw | 151 | 50 | 70 | 11 | 5 | | 2 | | | | 2 | | | | 7 | | 4 |
| Sanilac | 56 | 21 | 32 | 1 | 1 | | | | | | | | | | | | 1 |
| Schoolcraf | 8 | 4 | 4 | | | | | | | | | | | | | | |
| Shiawassee | 85 | 26 | 50 | 6 | 3 | | | | | | | | | | | | |
| St Clair | 145 | 43 | 75 | 10 | 2 | | 2 | 1 | | | 2 | | | | 3 | | 7 |
| St Joseph | 67 | 25 | 33 | 2 | 2 | | 2 | | | | | | | | | | 3 |
| Tuscola | 60 | 23 | 33 | 2 | | | 2 | | | | | | | | | | |
| Van Buren | 95 | 44 | 38 | 5 | | | | | | | 1 | | | | 3 | | 4 |
| Washtenaw | 467 | 138 | 169 | 27 | 16 | 10 | 10 | 9 | | | 19 | 7 | | | 6 | 5 | 51 |
| Wayne | 1007 | 267 | 474 | 67 | 53 | 1 | 20 | 8 | | | 27 | 6 | 7 | | 21 | 15 | 41 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 2 ENGINE 7+ PLACE | 3+ENG | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | | | |
| **Michigan** | | | | | | | | | | | | | | | | | |
| Wexford | 28 | 8 | 11 | 2 | | | 5 | | | | 1 | | | | 1 | | |
| Unknown | 2 | | 2 | | | | | | | | | | | | | | |
| Unknown | 2 | | 2 | | | | | | | | | | | | | | |
| Unknown | 1 | | | | | | | | | | 1 | | | | | | |
| Unknown | 3 | | 1 | | | | | | | | | 1 | 1 | | | | |
| **State Tot** | **8807** | **2941** | **4007** | **559** | **300** | **15** | **138** | **24** | | **4** | **123** | **30** | **19** | | **146** | **49** | **454** |
| **Minnesota** | | | | | | | | | | | | | | | | | |
| Aitkin | 37 | 21 | 14 | 1 | | | | | | | | | | | 1 | | |
| Anoka | 118 | 41 | 62 | 7 | 1 | | 1 | | | | | | | | 2 | | 4 |
| Becker | 31 | 16 | 14 | | | | | | | | | | | | 1 | | |
| Beltrami | 59 | 17 | 26 | 7 | 7 | | | | | | | | | | 2 | | |
| Benton | 27 | 9 | 12 | 2 | 1 | | 1 | | | | | | | | | | 2 |
| Big Stone | 16 | 8 | 6 | 1 | 1 | | | | | | | | | | | | |
| Blue Earth | 71 | 26 | 37 | 3 | 1 | | | | | | 2 | | | | | | 2 |
| Brown | 40 | 17 | 22 | 1 | | | | | | | | | | | | | |
| Carlton | 34 | 18 | 13 | 1 | 1 | | | | | | | | | | 1 | | |
| Carver | 64 | 17 | 33 | 3 | | | 1 | | | | | | | | 2 | | 8 |
| Cass | 34 | 19 | 15 | | | | | | | | | | | | | | |
| Chippewa | 20 | 8 | 11 | 1 | | | | | | | | | | | | | 1 |
| Chisago | 62 | 37 | 22 | 1 | 1 | | | | | | | | | | 1 | | 4 |
| Clay | 62 | 32 | 22 | 2 | 1 | | | | | | | | | | | | |
| Clearwater | 23 | 16 | 7 | | | | | | | | | | | | 1 | | |
| Cook | 16 | 8 | 7 | | | | | | | | | | | | | | |
| Cottonwood | 19 | 10 | 8 | 1 | | | | | | | | | | | 10 | 4 | 1 |
| Crow Wing | 110 | 45 | 46 | 2 | 2 | | | | | | 2 | | | | 8 | | 9 |
| Dakota | 261 | 108 | 121 | 5 | 6 | | 2 | | | | 1 | | | | | | 2 |
| Dodge | 15 | 5 | 6 | 1 | | | | | | | | | | | 1 | 2 | |
| Douglas | 57 | 29 | 22 | 3 | | | | | | | | | | | | | |
| Faribault | 46 | 24 | 21 | | 1 | | | | | | | | | | | | |
| Fillmore | 25 | 12 | 13 | | | | | | | | | | | | | | |
| Freeborn | 34 | 13 | 13 | | 1 | | 1 | | | | 1 | | | | 3 | | 2 |
| Goodhue | 52 | 26 | 21 | 1 | | | 1 | | | | | | | | | | 3 |
| Grant | 30 | 16 | 12 | 1 | | | | | | | | | | | 1 | | |
| Hennepin | 1334 | 404 | 656 | 92 | 36 | | 33 | 3 | | 1 | 27 | 7 | 5 | | 18 | 6 | 46 |
| Houston | 16 | 5 | 11 | | | | | | | | | | | | | | |
| Hubbard | 21 | 10 | 11 | | | | | | | | | | | | | | |
| Isanti | 41 | 13 | 27 | 1 | | | | | | | | | | | | | |
| Itasca | 88 | 32 | 53 | 1 | | | | | | | 1 | | | | 1 | | |
| Jackson | 7 | 4 | 3 | | | | | | | | | | | | | | |
| Kanabec | 23 | 6 | 16 | | 1 | | | | | | | | | | | | |
| Kandiyohi | 58 | 21 | 30 | 5 | 1 | | | | | | | | | | 1 | | |
| Kittson | 24 | 13 | 10 | 1 | | | | | | | | | | | | | |
| Koochiching | 69 | 42 | 25 | 2 | | | | | | | | | | | | | |
| Lac Qui Pa | 7 | 1 | 3 | | 1 | | | | | | | | | | 1 | | 1 |
| Lake | 27 | 10 | 13 | 3 | 1 | | | | | | | | | | | | |
| Lake Of Th | 17 | 12 | 5 | | | | | | | | | | | | | | |
| Le Sueur | 44 | 22 | 11 | | | | | | | | | | | | 9 | 1 | 1 |
| Lincoln | 8 | 5 | 3 | | | | | | | | | | | | | | |
| Lyon | 42 | 17 | 15 | 3 | 1 | | 2 | | | | | | | | 2 | | 2 |
| Mahnomen | 8 | 6 | 2 | | | | | | | | | | | | | | |
| Marshall | 43 | 30 | 10 | 1 | | | | | | | | | | | 2 | | |
| Martin | 23 | 10 | 12 | 1 | | | | | | | | | | | | | |
| Mcleod | 39 | 26 | 11 | 1 | | | | | | | | | | | 1 | | |
| Meeker | 18 | 7 | 7 | 3 | 1 | | | | | | | | | | | | |
| Mille Lacs | 34 | 20 | 12 | 1 | 1 | | | | | | | | | | | | |
| Morrison | 42 | 20 | 19 | 1 | 1 | | | | | | | | | | 1 | | |
| Mower | 38 | 13 | 17 | 2 | 1 | | | | | | 2 | | | | 2 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE

FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Minnesota** | | | | | | | | | | | | | | | | |
| Murray | 10 | 1 | 8 | | | | | | | | | | | 1 | | |
| Nicollet | 14 | 4 | 4 | | | | | | | | | | | 4 | 2 | |
| Nobles | 20 | 10 | 10 | | | | | | | | | | | | | |
| Norman | 16 | 11 | 4 | 1 | | | | | | | | | | | | |
| Olmsted | 86 | 36 | 41 | | 4 | | | | | | | | | 1 | | 4 |
| Otter Tail | 65 | 32 | 28 | | 4 | | | | | | | | | | | 1 |
| Pennington | 46 | 23 | 16 | 4 | 1 | | 1 | | | | | | | | | 1 |
| Pepestone | 12 | 3 | 7 | 1 | | | | | | | 1 | | | | | |
| Pine | 38 | 19 | 17 | | | | | | | | | | | 2 | | |
| Polk | 63 | 38 | 23 | 2 | | | | | | | | | | | | |
| Pope | 25 | 10 | 10 | 3 | 2 | | | | | | | | | | | |
| Ramsey | 665 | 217 | 317 | 42 | 12 | | 6 | 2 | | | 2 | 5 | 1 | 11 | 3 | 47 |
| Red Lake | 10 | 7 | 3 | | | | | | | | | | | | | |
| Redwood | 33 | 25 | 8 | | | | | | | | | | | | | |
| Renville | 39 | 15 | 17 | 1 | | | | | | | | | | 5 | | 1 |
| Rice | 69 | 36 | 27 | 3 | | | | | | | | | | | | 3 |
| Rock | 8 | 3 | 5 | | | | | | | | | | | | | |
| Roseau | 67 | 38 | 21 | 2 | 1 | | 2 | | | | 1 | | | 2 | | |
| Scott | 105 | 47 | 51 | 4 | | | | | | | | | | | | 3 |
| Sherburne | 52 | 10 | 34 | 2 | 1 | | 1 | | | | | | | 4 | | |
| Sibley | 10 | 2 | 6 | | | | | | | | | | | 1 | | 1 |
| St Louis | 317 | 141 | 150 | 11 | 5 | | 2 | | | | 1 | | | 4 | 2 | 1 |
| Stearns | 109 | 41 | 52 | 4 | 1 | | | | | | 2 | | | 5 | | 4 |
| Steele | 54 | 21 | 15 | | | 1 | | | | | | | | 12 | 3 | 2 |
| Stevens | 10 | 2 | 6 | | | | | | | | | | | | | 2 |
| Swift | 29 | 14 | 12 | 2 | | | | | | | | | | 1 | | |
| Todd | 23 | 12 | 10 | 1 | | | | | | | | | | | | |
| Traverse | 16 | 6 | 9 | 1 | | | | | | | | | | | | |
| Wabasha | 17 | 7 | 9 | | | | | | | | | | | | | 1 |
| Wadena | 15 | 8 | 6 | 1 | | | | | | | | | | | | |
| Waseca | 23 | 11 | 11 | | | | | | | | | | | | | 1 |
| Washington | 167 | 53 | 86 | 7 | | | | | | | | | | 1 | 1 | 19 |
| Watonwan | 12 | 6 | 4 | 2 | | | | | | | | | | | | |
| Wilkin | 17 | 10 | 7 | | | | | | | | | | | | | |
| Winona | 38 | 15 | 13 | 5 | | | | | | 2 | | | | 2 | | 1 |
| Wright | 93 | 42 | 46 | 1 | 3 | | | | | | | | | | | 1 |
| Yellow Med | 29 | 17 | 10 | | | | | | | | | | | 1 | | 1 |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 5 | | 4 | 1 | | | | | | | | | | | | |
| **State Tot** | **5862** | **2340** | **2698** | **263** | **103** | **1** | **54** | **5** | | **3** | **43** | **12** | **6** | **128** | **25** | **183** |
| **Mississipp** | | | | | | | | | | | | | | | | |
| Adams | 37 | 10 | 12 | 3 | 6 | | 1 | | | | 1 | | | | | 4 |
| Alcorn | 21 | 7 | 8 | 4 | 1 | | | | | | | | | | | 1 |
| Amite | 3 | 1 | 2 | | | | | | | | | | | | | |
| Attala | 10 | 7 | 2 | 1 | | | | | | | | | | | | |
| Benton | 2 | | 1 | | 1 | | | | | | | | | | | |
| Bolivar | 133 | 112 | 17 | 3 | 1 | | | | | | | | | | | |
| Calhoun | 22 | 9 | 9 | 1 | | | | | | | | | | 3 | | |
| Carroll | 3 | 2 | 1 | | | | | | | | | | | | | |
| Chickasaw | 32 | 12 | 15 | 3 | 1 | | 1 | | | | | | | | | |
| Choctaw | 6 | 3 | 2 | 1 | | | | | | | | | | | | |
| Claiborne | 7 | 2 | 5 | | | | | | | | | | | | | |
| Clarke | 10 | 5 | 3 | 1 | 1 | | | | | | | | | | | |
| Clay | 8 | 2 | 3 | 1 | 1 | | 1 | | | | | | | | | |
| Coahoma | 41 | 17 | 17 | 2 | 1 | 1 | 3 | | | | | | | | | |
| Copiah | 6 | 3 | 3 | | | | | | | | | | | | | |
| Covington | 7 | 2 | 4 | 1 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE — FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Mississipp** | | | | | | | | | | | | | | | | |
| Desoto | 87 | 35 | 37 | 8 | | | 4 | | | | | | | 2 | | 1 |
| Forrest | 62 | 21 | 20 | 5 | 5 | | 3 | | | | 2 | | | 1 | 1 | 4 |
| Greene | 1 | | 1 | | | | | | | | | | | | | |
| Grenada | 40 | 19 | 18 | 2 | 1 | | | | | | | | | | | |
| Hancock | 33 | 11 | 14 | 1 | 3 | | | | | | | | | 2 | | 2 |
| Harrison | 98 | 37 | 43 | 8 | 3 | | | | | | 1 | | | 3 | | 3 |
| Hinds | 274 | 65 | 124 | 37 | 11 | | 19 | 1 | | | 5 | 1 | | 4 | 3 | 4 |
| Holmes | 27 | 16 | 9 | | | | | | | | | | | 1 | | 1 |
| Humphreys | 25 | 23 | 1 | 1 | | | | | | | | | | | | |
| Issaquena | 8 | 7 | 1 | | | | | | | | | | | | | |
| Itawamba | 7 | | 3 | 2 | | | 2 | | | | | | | | | |
| Jackson | 72 | 20 | 36 | 2 | 6 | | 2 | | | | 1 | | | 2 | | 3 |
| Jasper | 4 | 1 | 2 | | | | | | | | 1 | | | | | |
| Jefferson | 1 | | 1 | | | | | | | | | | | | | |
| Jefferson | 4 | 3 | 1 | | | | | | | | | | | | | |
| Jones | 68 | 22 | 20 | 14 | 3 | | 4 | | | | 1 | | | 3 | | 1 |
| Kemper | 2 | 1 | 1 | | | | | | | | | | | | | |
| Lafayette | 24 | 9 | 12 | | 1 | | 1 | | | | | | | | | 1 |
| Lamar | 3 | 3 | | | | | | | | | | | | | | |
| Lauderdale | 76 | 20 | 29 | 8 | 8 | | 4 | | | | 1 | | | | | 6 |
| Lawrence | 6 | 3 | 2 | 1 | | | | | | | | | | | | |
| Leake | 9 | 2 | 6 | 1 | | | | | | | | | | | | |
| Lee | 54 | 15 | 30 | 2 | 3 | | 1 | | | | | | | 2 | | 1 |
| Leflore | 117 | 72 | 25 | 11 | 4 | 2 | | | | | | | | 3 | | |
| Lincoln | 18 | 4 | 13 | 1 | | | | | | | | | | | | |
| Lowndes | 67 | 26 | 23 | 9 | 4 | | 2 | | | | | | | 1 | | 2 |
| Madison | 31 | 15 | 11 | 2 | 2 | | | | | | | | | | | 1 |
| Marion | 29 | 10 | 16 | 2 | | | | | | | | | | 1 | | |
| Marshall | 15 | 9 | 4 | 1 | 1 | | | | | | | | | | | |
| Monroe | 35 | 14 | 19 | | | | | | | | 2 | | | | | |
| Montgomery | 7 | 2 | 5 | | | | | | | | | | | | | |
| Neshoba | 6 | 1 | 3 | 1 | 1 | | | | | | | | | | | |
| Newton | 13 | 3 | 10 | | | | | | | | | | | | | |
| Noxubee | 6 | 2 | 3 | 1 | | | | | | | | | | | | |
| Oktibbeha | 46 | 18 | 15 | 2 | 2 | 1 | 3 | | | 1 | | | | | | 4 |
| Panola | 21 | 10 | 7 | 1 | | 1 | 1 | | | | | | | 1 | | |
| Pearl Rive | 35 | 16 | 16 | 2 | | | | | | | 1 | | | | | |
| Perry | 1 | | 1 | | | | | | | | | | | | | |
| Pike | 25 | 11 | 8 | 1 | 2 | | 1 | | | | 1 | | | 1 | | |
| Pontotoc | 15 | 12 | 3 | | | | | | | | | | | | | |
| Prentiss | 15 | 5 | 7 | 1 | | | 1 | | | | | | | 1 | | |
| Quitman | 15 | 13 | 2 | | | | | | | | | | | | | |
| Rankin | 35 | 12 | 21 | 1 | | | | | | | | | | 1 | | |
| Scott | 16 | 5 | 5 | 2 | | | | | | | 1 | | | | | 3 |
| Sharkey | 35 | 25 | 7 | | | 1 | 1 | | | | | | | | | 1 |
| Simpson | 3 | | 2 | | | | | | | | | | | | 1 | |
| Smith | 3 | 2 | 1 | | | | | | | | | | | | | |
| Stone | 10 | 7 | 2 | | | | | | | | | | | 1 | | |
| Sunflower | 47 | 32 | 7 | 2 | 2 | | | | | | 1 | | | | | 3 |
| Tallahatch | 39 | 29 | 5 | | | | | | | | | | | 4 | | 1 |
| Tate | 11 | 3 | 6 | | 1 | | | | | | | | | 1 | | |
| Tippah | 10 | 3 | 6 | 1 | | | | | | | | | | | | |
| Tishomingo | 6 | 1 | 2 | | 1 | | | | | | | | | 2 | | |
| Tunica | 13 | 11 | 2 | | | | | | | | | | | | | |
| Union | 8 | 4 | 3 | 1 | | | | | | | | | | | | |
| Walthall | 15 | 10 | 5 | | | | | | | | | | | | | |
| Warren | 31 | 10 | 15 | 2 | 1 | | 1 | 1 | | | | | | 1 | | |
| Washington | 121 | 87 | 24 | 3 | 1 | | 1 | | | | 1 | | | 2 | 1 | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | OTHER | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Mississipp** | | | | | | | | | | | | | | | | |
| Wayne | 8 | 3 | 4 | | 1 | | | | | | | | | | | |
| Webster | 4 | 1 | 2 | 1 | | | | | | | | | | | | |
| Wilkinson | 6 | 2 | 2 | 1 | | | | | | | | | | 1 | | |
| Winston | 14 | 6 | 5 | | 2 | | 1 | | | | | | | | | |
| Yalobusha | 6 | 2 | 3 | 1 | | | | | | | | | | | | |
| Yazoo | 30 | 24 | 3 | | | 2 | | | | | 1 | | | | | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **2323** | **1050** | **839** | **163** | **82** | **8** | **58** | **2** | | **1** | **21** | **1** | | **44** | **6** | **48** |
| **Missouri** | | | | | | | | | | | | | | | | |
| Adair | 32 | 12 | 15 | 2 | 1 | | | | | | | | | | 2 | |
| Andrew | 11 | 5 | 3 | 1 | | | | | | | | | | | | 2 |
| Atchison | 23 | 14 | 9 | | | | | | | | | | | | | |
| Audrain | 31 | 15 | 12 | 2 | 1 | | | | | | | | | | | 1 |
| Barry | 47 | 21 | 21 | 2 | | | 1 | | | | | | | 1 | | 1 |
| Barton | 11 | 5 | 5 | | | | | | | | | | 1 | | | |
| Bates | 29 | 9 | 17 | 3 | | | | | | | | | | | | |
| Benton | 16 | 8 | 7 | 1 | | | | | | | | | | | | |
| Bollinger | 6 | 4 | 2 | | | | | | | | | | | | | |
| Boone | 108 | 41 | 49 | 7 | 3 | | 4 | | | | 1 | | | | | 3 |
| Buchanan | 71 | 37 | 30 | | 1 | | 2 | | | | | | | | | 1 |
| Butler | 28 | 10 | 14 | 3 | | | | | | | | | | 1 | | |
| Caldwell | 16 | 5 | 10 | 1 | | | | | | | | | | | | |
| Callaway | 32 | 14 | 12 | 2 | | | 1 | | | | | | | | | 3 |
| Camden | 41 | 3 | 29 | 4 | 1 | | 2 | | | | | | | 1 | | 1 |
| Cape Girar | 63 | 17 | 29 | 7 | 6 | | 2 | | | | | | | 1 | | 1 |
| Carroll | 10 | 4 | 6 | | | | | | | | | | | | | |
| Carter | 30 | 19 | 10 | | | | | | | | | | | 1 | | |
| Cass | 81 | 30 | 44 | 3 | 1 | | | | | | 1 | | | 1 | 1 | |
| Cedar | 26 | 10 | 12 | 1 | 2 | | | | | | | | | | | 1 |
| Chariton | 7 | 5 | 2 | | | | | | | | | | | | | |
| Christian | 26 | 12 | 14 | | | | | | | | | | | | | |
| Clark | 7 | 3 | 3 | 1 | | | | | | | | | | | | |
| Clay | 117 | 47 | 59 | 4 | 2 | | | | | | | | | 4 | | 1 |
| Clinton | 47 | 20 | 22 | 1 | 2 | | | | | | | | | 1 | | 1 |
| Cole | 72 | 12 | 44 | 2 | 4 | | 2 | 1 | | | 1 | | | 1 | 2 | 3 |
| Cooper | 19 | 12 | 6 | 1 | | | | | | | | | | | | |
| Crawford | 17 | 2 | 12 | 2 | | | | | | | | | | 1 | | |
| Dade | 1 | 1 | | | | | | | | | | | | | | |
| Dallas | 18 | 12 | 6 | | | | | | | | | | | | | |
| Daviess | 6 | 1 | 5 | | | | | | | | | | | | | |
| De Kalb | 6 | 2 | 3 | 1 | | | | | | | | | | | | |
| Dent | 21 | 10 | 9 | 2 | | | | | | | | | | | | |
| Douglas | 6 | 4 | 2 | | | | | | | | | | | | | |
| Dunklin | 104 | 49 | 41 | 7 | 6 | | | | | | | | | 1 | | |
| Franklin | 93 | 33 | 50 | 5 | 1 | | | | | | | | | 1 | | 3 |
| Gasconade | 10 | 5 | 4 | 1 | | | | | | | | | | | | |
| Gentry | 7 | 3 | 3 | 1 | | | | | | | | | | | | |
| Greene | 200 | 74 | 86 | 12 | 8 | | 4 | | | 1 | 1 | | | 7 | 3 | 4 |
| Grundy | 13 | 7 | 6 | | | | | | | | | | | | | |
| Harrison | 8 | 2 | 6 | | | | | | | | | | | | | |
| Henry | 52 | 18 | 17 | 8 | 8 | | | | | | | | | | | 1 |
| Hickory | 11 | 7 | 4 | | | | | | | | | | | | | |
| Holt | 16 | 7 | 9 | | | | | | | | | | | | | |
| Howard | 6 | 2 | 4 | | | | | | | | | | | | | |
| Howell | 68 | 24 | 37 | 3 | | | | | | | | | | | 4 | |
| Iron | 4 | 1 | 3 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 2 ENGINE 7+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | | |
| **Missouri** | | | | | | | | | | | | | | | | | |
| Jackson | 903 | 320 | 431 | 47 | 22 | 1 | | 17 | 2 | | | 15 | 5 | 1 | 12 | 2 | 28 |
| Jasper | 148 | 96 | 37 | 9 | 3 | | | 3 | | | | | | | | | |
| Jefferson | 115 | 36 | 42 | 7 | 1 | | | 1 | | | | | | | 1 | | 27 |
| Johnson | 82 | 43 | 21 | 3 | 1 | | | | | | 1 | | | | 4 | | 9 |
| Knox | 5 | 3 | 2 | | | | | | | | | | | | | | |
| Laclede | 38 | 13 | 17 | 3 | | | | 4 | | | | 1 | | | | | |
| Lafayette | 40 | 14 | 15 | | | | | 2 | | | | 9 | | | | | |
| Lawrence | 17 | 4 | 9 | 2 | 2 | | | | | | | | | | | | |
| Lewis | 8 | 2 | 4 | | | | | 2 | | | | | | | | | |
| Lincoln | 14 | 9 | 5 | | | | | | | | | | | | | | |
| Linn | 16 | 6 | 8 | 1 | | | | 1 | | | | | | | | | |
| Livingston | 29 | 11 | 15 | 2 | | | | | | | | | | | | | 1 |
| Macon | 17 | 2 | 14 | | | | | | | | | | | | | | 1 |
| Madison | 9 | 2 | 7 | | | | | | | | | | | | | | |
| Maries | 24 | 5 | 10 | 3 | 6 | | | | | | | | | | | | |
| Marion | 23 | 6 | 11 | 3 | 1 | | | | | | | | | | 2 | | |
| Mcdonald | 10 | 4 | 5 | | | | | | | | | | | | | | 1 |
| Mercer | 2 | | 2 | | | | | | | | | | | | | | |
| Miller | 24 | 4 | 17 | 1 | 1 | | | | | | | | | | 1 | | |
| Mississipp | 27 | 15 | 7 | 3 | | | | | | | | | | | 2 | | |
| Moniteau | 10 | 4 | 4 | | 1 | | | | | | | | | | 1 | | |
| Monroe | 17 | 8 | 6 | | | | | 1 | | | | 1 | | | | | 1 |
| Montgomery | 16 | 7 | 9 | | | | | | | | | | | | | | |
| Morgan | 38 | 16 | 21 | | 1 | | | | | | | | | | | | |
| New Madrid | 24 | 7 | 10 | 2 | 1 | | | 1 | | | | 2 | | | | 1 | |
| Newton | 29 | 11 | 13 | 2 | 1 | | | 1 | | | | | | | | | 1 |
| Nodaway | 39 | 23 | 14 | 2 | | | | | | | | | | | | | |
| Oregon | 10 | 3 | 6 | | 1 | | | | | | | | | | | | |
| Osage | 8 | 3 | 5 | | | | | | | | | | | | | | |
| Ozark | 12 | 5 | 6 | | | | | | | | | | | | | | 1 |
| Pemiscot | 49 | 38 | 8 | 2 | | | 1 | | | | | | | | | | |
| Perry | 14 | 7 | 6 | | 1 | | | | | | | | | | | | |
| Pettis | 29 | 16 | 12 | 1 | | | | | | | | | | | | | |
| Phelps | 60 | 17 | 36 | 5 | | | | | | | | 1 | | | | | 1 |
| Pike | 16 | 5 | 9 | 1 | | | | | | | | | | | | | 1 |
| Platte | 20 | 11 | 7 | 1 | | | | | | | | | | | | | 1 |
| Polk | 27 | 13 | 12 | 1 | | | | | | | | 1 | | | | | |
| Pulaski | 20 | 6 | 12 | 1 | | | | | | | | | | | 1 | | |
| Putnam | 3 | 2 | 1 | | | | | | | | | | | | | | |
| Ralls | 5 | 1 | 3 | 1 | | | | | | | | | | | | | |
| Randolph | 30 | 6 | 17 | 3 | | | | 2 | | | | | | | 1 | | 1 |
| Ray | 44 | 12 | 26 | 2 | 1 | | | | | | | | | | 3 | | |
| Reynolds | 2 | 1 | 1 | | | | | | | | | | | | | | |
| Ripley | 12 | 3 | 7 | 1 | 1 | | | | | | | | | | | | |
| Saline | 32 | 16 | 13 | 1 | | | | | | | | | | | 1 | | 1 |
| Schuyler | 6 | 3 | 3 | | | | | | | | | | | | | | |
| Scotland | 10 | 5 | 5 | | | | | | | | | | | | | | |
| Scott | 47 | 15 | 22 | 8 | 1 | | | 1 | | | | | | | | | |
| Shannon | 5 | 1 | 4 | | | | | | | | | | | | | | |
| Shelby | 9 | 7 | 2 | | | | | | | | | | | | | | |
| St Charles | 175 | 84 | 67 | 4 | 3 | | 1 | | | | | | | | 5 | | 11 |
| St Clair | 7 | 1 | 6 | | | | | | | | | | | | | | |
| St Francoi | 73 | 29 | 35 | 5 | 3 | | | | | | | | | | | 1 | |
| St Louis | 381 | 105 | 163 | 18 | 11 | 1 | 1 | 6 | 1 | | | 13 | 4 | 1 | 13 | 10 | 34 |
| St Louis | 615 | 178 | 245 | 35 | 12 | | | 6 | 4 | | | 24 | 9 | 3 | 12 | 26 | 61 |
| Ste Genevi | 12 | 3 | 7 | | | | | | | | | | | | 1 | | 1 |
| Stoddard | 58 | 27 | 22 | 5 | 1 | | | | | | | | | | | | 3 |
| Stone | 20 | 6 | 11 | | | | | | | | | | | | 1 | | 2 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Missouri** | | | | | | | | | | | | | | | | |
| Sullivan | 4 | 3 | 1 | | | | | | | | | | | | | |
| Taney | 54 | 15 | 22 | 3 | 1 | | | 1 | | | 1 | 1 | | 6 | 3 | 1 |
| Texas | 23 | 5 | 16 | 2 | | | | | | | | | | | | |
| Vernon | 17 | 5 | 10 | | | | | 1 | | | | | | | | 1 |
| Warren | 15 | 7 | 5 | | 1 | | | | | | | | | 2 | | |
| Washington | 17 | 13 | 2 | | | | | | | | | | | 2 | | |
| Wayne | 8 | 2 | 6 | | | | | | | | | | | | | |
| Webster | 38 | 13 | 23 | 1 | | | | | | | | | | 1 | | |
| Worth | 2 | 1 | 1 | | | | | | | | | | | | | |
| Wright | 35 | 18 | 15 | | | | | | | | | | | 2 | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **5423** | **2040** | **2430** | **281** | **125** | **2** | **3** | **68** | **8** | **3** | **72** | **18** | **6** | **96** | **55** | **216** |
| **Montana** | | | | | | | | | | | | | | | | |
| Beaverhead | 27 | 12 | 12 | 2 | | | | 1 | | | | | | | | |
| Big Horn | 39 | 19 | 17 | 3 | | | | | | | | | | | | |
| Blaine | 58 | 24 | 34 | | | | | | | | | | | | | |
| Broadwater | 7 | | 6 | | | | | 1 | | | | | | | | |
| Carbon | 32 | 9 | 18 | 2 | | | | | | | | | | 2 | | 1 |
| Carter | 33 | 27 | 5 | 1 | | | | | | | | | | | | |
| Cascade | 129 | 38 | 61 | 18 | 2 | | | 1 | | | 1 | | | 5 | 2 | 1 |
| Chouteau | 61 | 34 | 26 | 1 | | | | | | | | | | | | |
| Custer | 52 | 31 | 18 | 2 | 1 | | | | | | | | | | | |
| Daniels | 23 | 17 | 4 | 1 | 1 | | | | | | | | | | | |
| Dawson | 45 | 16 | 22 | 2 | 3 | 1 | | 1 | | | | | | | | |
| Deer Lodge | 4 | | 4 | | | | | | | | | | | | | |
| Fallon | 31 | 13 | 16 | 2 | | | | | | | | | | | | |
| Fergus | 74 | 48 | 20 | 2 | | | | | | | | | | 3 | 1 | |
| Flathead | 173 | 52 | 92 | 12 | 2 | | | 3 | | | 2 | | | 3 | 2 | 5 |
| Gallatin | 151 | 54 | 71 | 5 | 2 | | | | | | | | | 5 | 3 | 11 |
| Garfield | 15 | 9 | 5 | | | | | | | | | | | 1 | | |
| Glacier | 42 | 9 | 26 | 2 | | | | 2 | | | | | | 2 | 1 | |
| Golden Val | 3 | 1 | 2 | | | | | | | | | | | | | |
| Granite | 9 | 3 | 5 | 1 | | | | | | | | | | | | |
| Hill | 64 | 21 | 36 | 2 | 3 | | | 1 | | | 1 | | | | | |
| Jefferson | 21 | 11 | 6 | 3 | | | | | | | | | | 1 | | |
| Judith Bas | 16 | 12 | 4 | | | | | | | | | | | | | |
| Lake | 44 | 12 | 26 | 3 | | | | | | | | | | 1 | 1 | 1 |
| Lewis And | 111 | 32 | 57 | 4 | 3 | 1 | | 2 | | 2 | 2 | | | 3 | 5 | |
| Liberty | 23 | 9 | 13 | 1 | | | | | | | | | | | | |
| Lincoln | 37 | 16 | 14 | 3 | | | | | | 1 | | | | 1 | 1 | 1 |
| Madison | 23 | 4 | 14 | 2 | | | | 1 | | | | | | 2 | | |
| Mccone | 19 | 13 | 6 | | | | | | | | | | | | | |
| Meagher | 6 | 1 | 5 | | | | | | | | | | | | | |
| Mineral | 15 | 5 | 7 | 2 | | | | | | | | | | 1 | | |
| Missoula | 132 | 44 | 59 | 9 | 6 | | | 2 | | | 2 | 1 | | 2 | 4 | 3 |
| Musselshel | 12 | 5 | 6 | | | | | | | | | | | 1 | | |
| Park | 37 | 12 | 16 | 4 | 2 | | | 1 | | | | | | | | 2 |
| Petroleum | 3 | 2 | 1 | | | | | | | | | | | | | |
| Phillips | 40 | 23 | 15 | | | | | | | | | | | 2 | | |
| Pondera | 45 | 28 | 11 | 2 | | | | | | | | | | 1 | 3 | |
| Powder Riv | 31 | 23 | 8 | | | | | | | | | | | | | |
| Powell | 17 | 9 | 6 | | | | | | | | | | | | 1 | 1 |
| Prairie | 5 | 4 | 1 | | | | | | | | | | | | | |
| Ravalli | 127 | 36 | 73 | 2 | | | | 1 | | | | | | 1 | 14 | |
| Richland | 48 | 26 | 18 | 4 | | | | | | | | | | | | |
| Roosevelt | 49 | 25 | 20 | 3 | 1 | | | | | | | | | | | |
| Rosebud | 66 | 30 | 33 | 2 | 1 | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE — FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Montana** | | | | | | | | | | | | | | | | |
| Sanders | 26 | 12 | 14 | | | | | | | | | | | | | |
| Sheridan | 44 | 22 | 19 | | | | | | | | | | | 3 | | |
| Silver Bow | 33 | 12 | 19 | | 2 | | | | | | | | | | | |
| Stillwater | 20 | 13 | 7 | | | | | | | | | | | | | |
| Sweet Gras | 17 | 8 | 9 | | | | | | | | | | | | | |
| Teton | 26 | 12 | 12 | 1 | | | | | | | | | | 1 | | |
| Toole | 35 | 16 | 15 | 1 | 1 | | 1 | | | | | | | | | 1 |
| Treasure | 9 | 2 | 7 | | | | | | | | | | | | | |
| Valley | 88 | 52 | 30 | 2 | 2 | | | | | | | | | 2 | | |
| Wheatland | 7 | 2 | 5 | | | | | | | | | | | | | |
| Wibaux | 3 | 2 | 1 | | | | | | | | | | | | | |
| Yellowston | 345 | 75 | 165 | 27 | 39 | 1 | 6 | 1 | | | 8 | | | 7 | 6 | 10 |
| **State Tot** | **2652** | **1047** | **1222** | **133** | **71** | **3** | **24** | **1** | | **3** | **16** | **1** | | **50** | **44** | **37** |
| **Nebraska** | | | | | | | | | | | | | | | | |
| Adams | 54 | 20 | 23 | 5 | 1 | 2 | | | | | | | | 1 | | 2 |
| Antelope | 28 | 19 | 6 | 2 | | | | | | | | | | 1 | | |
| Arthur | 7 | 4 | 2 | | | | | | | | | | | 1 | | |
| Blaine | 5 | 3 | 2 | | | | | | | | | | | | | |
| Boone | 11 | 4 | 7 | | | | | | | | | | | | | |
| Box Butte | 36 | 9 | 23 | 3 | | | | | | | | | | 1 | | |
| Boyd | 10 | 5 | 5 | | | | | | | | | | | | | |
| Brown | 10 | 5 | 5 | | | | | | | | | | | | | |
| Buffalo | 46 | 16 | 18 | 2 | 1 | | 1 | | | | | | | | 7 | 1 |
| Burt | 15 | 8 | 7 | | | | | | | | | | | | | |
| Butler | 12 | 9 | 3 | | | | | | | | | | | | | |
| Cass | 29 | 14 | 11 | 2 | | | 1 | | | | | | | | | 1 |
| Cedar | 22 | 10 | 8 | 2 | | | | | | | | | | | | 2 |
| Chase | 22 | 9 | 9 | 2 | 1 | | | | | | | | | 1 | | |
| Cherry | 30 | 19 | 11 | | | | | | | | | | | | | |
| Cheyenne | 46 | 15 | 21 | 4 | 2 | | | | | | | | | 4 | | |
| Clay | 13 | 11 | 2 | | | | | | | | | | | | | |
| Colfax | 4 | 1 | 3 | | | | | | | | | | | | | |
| Cuming | 16 | 7 | 8 | 1 | | | | | | | | | | | | |
| Custer | 42 | 19 | 17 | | 1 | | | | | | | | | 1 | | 4 |
| Dakota | 26 | 14 | 6 | 3 | | | 3 | | | | | | | | | |
| Dawes | 20 | 9 | 9 | | | | | | | | | | | | | 2 |
| Dawson | 55 | 31 | 22 | 2 | | | | | | | | | | | | |
| Deuel | 8 | 6 | 2 | | | | | | | | | | | | | |
| Dixon | 8 | 4 | 4 | | | | | | | | | | | | | |
| Dodge | 47 | 13 | 25 | 1 | 1 | | 2 | | | | | | | 3 | | 2 |
| Douglas | 404 | 130 | 163 | 28 | 16 | | 15 | 1 | | | 9 | 6 | 2 | 5 | 1 | 28 |
| Dundy | 14 | 7 | 6 | | | | | | | | | | | | | 1 |
| Fillmore | 21 | 9 | 11 | 1 | | | | | | | | | | | | |
| Franklin | 8 | 5 | 1 | | 1 | | | | | | | | | | | 1 |
| Frontier | 15 | 8 | 7 | | | | | | | | | | | | | |
| Furnas | 20 | 12 | 7 | 1 | | | | | | | | | | | | |
| Gage | 40 | 22 | 12 | 1 | 1 | | 2 | | | | | | | 1 | | 1 |
| Garden | 4 | 2 | 2 | | | | | | | | | | | | | |
| Garfield | 5 | 4 | 1 | | | | | | | | | | | | | |
| Gosper | 5 | 1 | 3 | 1 | | | | | | | | | | | | |
| Grant | 18 | 7 | 11 | | | | | | | | | | | | | |
| Greeley | 24 | 20 | 2 | | | | | | | | 1 | | | | | 1 |
| Hall | 45 | 14 | 23 | 1 | 3 | | 1 | | | | | | | 1 | 1 | 1 |
| Hamilton | 15 | 8 | 6 | | 1 | | | | | | | | | | | |
| Harlan | 8 | 6 | 2 | | | | | | | | | | | | | |
| Hayes | 1 | | 1 | | | | | | | | | | | | | |
| Hitchcock | 7 | 3 | 3 | 1 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE — FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | PISTON | TURB | |
| **Nebraska** | | | | | | | | | | | | | | | | |
| Holt | 42 | 20 | 18 | 3 | 1 | | | | | | | | | | | |
| Hooker | 6 | 3 | 3 | | | | | | | | | | | | | |
| Howard | 12 | 7 | 5 | | | | | | | | | | | | | |
| Jefferson | 18 | 7 | 8 | 1 | | | | | | | | | | 2 | | |
| Johnson | 2 | 1 | 1 | | | | | | | | | | | | | |
| Kearney | 21 | 11 | 9 | 1 | | | | | | | | | | | | |
| Keith | 17 | 5 | 11 | 1 | | | | | | | | | | | | |
| Keya Paha | 1 | 1 | | | | | | | | | | | | | | |
| Kimball | 12 | 6 | 5 | 1 | | | | | | | | | | | | |
| Knox | 7 | 3 | 4 | | | | | | | | | | | | | |
| Lancaster | 220 | 63 | 90 | 18 | 8 | | 12 | 1 | 2 | | 13 | 1 | 1 | 3 | 3 | 5 |
| Lincoln | 64 | 26 | 36 | 1 | | | | | | | | | | | 1 | |
| Logan | 4 | 3 | 1 | | | | | | | | | | | | | |
| Madison | 72 | 37 | 27 | 5 | 2 | | | | | | | | | 1 | | |
| Mcpherson | 3 | 1 | 2 | | | | | | | | | | | | | |
| Merrick | 9 | 4 | 3 | 2 | | | | | | | | | | | | |
| Morrill | 15 | 7 | 6 | 1 | | | | | | | | | | 1 | | |
| Nance | 11 | 4 | 6 | | | | | | | | | | | 1 | | |
| Nemaha | 5 | 3 | 2 | | | | | | | | | | | | | |
| Nuckolls | 15 | 11 | 4 | | | | | | | | | | | | | |
| Otoe | 21 | 5 | 13 | 3 | | | | | | | | | | | | |
| Pawnee | 8 | 4 | 4 | | | | | | | | | | | | | |
| Perkins | 26 | 9 | 13 | 2 | | | 1 | | | | | | | 1 | | |
| Phelps | 40 | 27 | 12 | 1 | | | | | | | | | | | | |
| Pierce | 5 | 3 | 2 | | | | | | | | | | | | | |
| Platte | 44 | 13 | 24 | 2 | 5 | | | | | | | | | | | |
| Polk | 12 | 6 | 6 | | | | | | | | | | | | | |
| Redwillow | 46 | 19 | 22 | 1 | 1 | | | | | | | | | 1 | | 2 |
| Richardson | 14 | 3 | 8 | | 1 | 1 | | | | | | | | | | 1 |
| Rock | 9 | 8 | 1 | | | | | | | | | | | | | |
| Saline | 27 | 9 | 6 | | 10 | | 1 | | | | 1 | | | | | |
| Sarpy | 69 | 24 | 34 | 3 | 3 | | 1 | | | | | | | 2 | | 2 |
| Saunders | 23 | 5 | 5 | 1 | | | | | | | | | | 10 | 1 | 1 |
| Scotts Blu | 49 | 15 | 25 | 3 | 1 | | | | | | | 1 | | | | 4 |
| Seward | 25 | 10 | 13 | | 1 | | 1 | | | | | | | | | |
| Sheridan | 40 | 23 | 16 | | | | | | | | | | | | | 1 |
| Sherman | 4 | 2 | 2 | | | | | | | | | | | | | |
| Sioux | 1 | 1 | | | | | | | | | | | | | | |
| Thayer | 13 | 7 | 3 | 2 | | | | | | | | | | 1 | | |
| Thomas | 6 | 3 | 2 | | | | | | | | | | | 1 | | |
| Thurston | 4 | 1 | 3 | | | | | | | | | | | | | |
| Valley | 16 | 12 | 3 | | | | | | | | | | | 1 | | |
| Washington | 22 | 8 | 10 | 2 | | | | | | | | | | | | 2 |
| Wayne | 8 | 2 | 5 | | | | 1 | | | | | | | | | |
| Webster | 3 | 1 | 1 | 1 | | | | | | | | | | | | |
| Wheeler | 2 | 1 | 1 | | | | | | | | | | | | | |
| York | 36 | 20 | 15 | | | | 1 | | | | | | | | | |
| **State Tot** | **2405** | **1006** | **1010** | **118** | **82** | **1** | **2** | **43** | **2** | **2** | | **24** | **8** | **3** | **45** | **14** | **65** |
| **Nevada** | | | | | | | | | | | | | | | | |
| Carson Cit | 168 | 39 | 77 | 16 | 9 | 1 | 1 | 6 | | | | 2 | 1 | 1 | 4 | | 1 |
| Churchill | 74 | 20 | 40 | 6 | 1 | | | | | | | | | | 3 | | 4 |
| Clark | 1190 | 216 | 568 | 81 | 86 | 2 | 2 | 37 | 18 | 2 | 2 | 26 | 3 | 6 | 50 | 37 | 54 |
| Douglas | 207 | 42 | 101 | 17 | 4 | | | 2 | | | | 3 | | | 2 | 1 | 35 |
| Elko | 90 | 21 | 50 | 6 | 3 | | | 2 | | | | | | | 3 | 5 | |
| Esmeralda | 6 | 2 | 4 | | | | | | | | | | | | | | |
| Eureka | 9 | | 8 | 1 | | | | | | | | | | | | | |
| Humboldt | 57 | 23 | 29 | 2 | 1 | | | | | | | 1 | | | | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **Nevada** | | | | | | | | | | | | | | | | |
| Lander | 30 | 10 | 18 | 2 | | | | | | | | | | | | |
| Lincoln | 6 | 2 | 4 | | | | | | | | | | | | | |
| Lyon | 81 | 33 | 42 | 1 | 2 | | | | | | | | | | | 3 |
| Mineral | 13 | 3 | 10 | | | | | | | | | | | | | |
| Nye | 73 | 19 | 38 | 4 | 1 | | | 2 | 9 | | | | | | | |
| Ormsby | 36 | 10 | 19 | 5 | | | | 1 | | | | 1 | | | | |
| Pershing | 18 | 8 | 7 | 3 | | | | | | | | | | | | |
| Storey | 2 | | 1 | 1 | | | | | | | | | | | | |
| Washoe | 801 | 179 | 367 | 66 | 40 | 6 | | 17 | 1 | | 3 | 7 | 4 | | 24 | 34 | 53 |
| White Pine | 15 | 4 | 10 | 1 | | | | | | | | | | | | |
| **State Tot** | **2876** | **631** | **1393** | **212** | **147** | **9** | **3** | **67** | **28** | **2** | **5** | **40** | **8** | **7** | **86** | **77** | **161** |
| **New Hampsh** | | | | | | | | | | | | | | | | |
| Belknap | 147 | 36 | 79 | 11 | 5 | | | 1 | | | | | 1 | | 1 | 9 | 4 |
| Carroll | 142 | 32 | 78 | 19 | 5 | | | | | | | | 1 | | 3 | 2 | 2 |
| Cheshire | 128 | 33 | 72 | 12 | 1 | | | 1 | 1 | | | | | 1 | | 2 | 5 |
| Coos | 71 | 29 | 34 | 2 | | | | 2 | | | | | | | 1 | | 3 |
| Grafton | 115 | 46 | 69 | 22 | 4 | 1 | | 5 | | | | 5 | | | 8 | 9 | 6 |
| Hillsborou | 652 | 186 | 322 | 45 | 19 | | | 11 | 2 | | 1 | 3 | | | 11 | 11 | 41 |
| Merrimack | 165 | 37 | 82 | 15 | 9 | | | 4 | | | | 2 | | | 9 | 7 | 6 |
| Rockingham | 457 | 163 | 214 | 21 | 14 | | | 5 | 3 | | 1 | | 1 | 4 | 10 | 9 | 12 |
| Strafford | 121 | 53 | 50 | 3 | 1 | | | 2 | 2 | | | 1 | | | 1 | 3 | 5 |
| Sullivan | 58 | 16 | 30 | 2 | | | | 1 | | | | | | | 5 | 2 | 2 |
| **State Tot** | **2116** | **631** | **1030** | **152** | **52** | **1** | | **32** | **8** | | **2** | **11** | **3** | **5** | **49** | **54** | **86** |
| **New Jersey** | | | | | | | | | | | | | | | | |
| Atlantic | 131 | 56 | 57 | 6 | 3 | | | 2 | | | | 2 | | | 4 | 1 | |
| Bergen | 564 | 118 | 239 | 44 | 43 | | | 19 | 18 | 7 | | 13 | 11 | 19 | 9 | 8 | 16 |
| Burlington | 323 | 105 | 154 | 33 | 5 | | | 2 | | | | | | | 5 | 3 | 16 |
| Camden | 235 | 65 | 119 | 25 | 5 | | | 6 | | | | 3 | | | 2 | 2 | 8 |
| Cape May | 138 | 59 | 64 | 8 | 1 | | | 1 | | | | | | | 4 | | 1 |
| Cumberland | 140 | 49 | 64 | 10 | 5 | | | | | | | 1 | | | 7 | | 4 |
| Essex | 173 | 38 | 78 | 23 | 6 | | | 1 | 2 | | | 4 | 4 | 1 | 2 | 6 | 8 |
| Gloucester | 187 | 79 | 96 | 9 | | | | | | | | 1 | | | 1 | | 1 |
| Hudson | 76 | 17 | 28 | 9 | 1 | | | | | | | 1 | | 1 | | 18 | 1 |
| Hunterdon | 239 | 80 | 104 | 12 | 1 | | | 1 | | | | | | | 2 | | 39 |
| Mercer | 285 | 74 | 112 | 12 | 6 | | | 3 | | | | 7 | 2 | 5 | 17 | 22 | 25 |
| Middlesex | 242 | 62 | 135 | 15 | 3 | | | 3 | | | | 2 | 1 | | 6 | 5 | 10 |
| Monmouth | 393 | 137 | 181 | 23 | 10 | | | 2 | 1 | | | 1 | 2 | | 6 | 8 | 22 |
| Morris | 411 | 103 | 204 | 32 | 6 | | | 3 | | | | 5 | 5 | 12 | 4 | 15 | 22 |
| Ocean | 196 | 72 | 97 | 10 | 3 | | | 1 | | | | | | | 4 | 4 | 5 |
| Passaic | 191 | 46 | 96 | 17 | 3 | | | 1 | | | | 2 | | 3 | 5 | 1 | 17 |
| Salem | 57 | 29 | 26 | 2 | | | | | | | | | | | | | |
| Somerset | 211 | 69 | 90 | 18 | 6 | | | 2 | | | | | 1 | | 4 | 1 | 20 |
| Sussex | 207 | 89 | 99 | 8 | 3 | | | 1 | | | 1 | | 1 | | 1 | | 4 |
| Union | 225 | 55 | 119 | 15 | 6 | | | 3 | | | | 3 | 1 | | 2 | 7 | 14 |
| Warren | 161 | 53 | 71 | 4 | 1 | | | | | | | | | | 4 | 4 | 24 |
| **State Tot** | **4785** | **1455** | **2233** | **335** | **117** | | | **51** | **21** | **7** | **1** | **45** | **28** | **41** | **89** | **105** | **257** |
| **New Mexico** | | | | | | | | | | | | | | | | |
| Bernalillo | 887 | 165 | 325 | 42 | 30 | | | 17 | 1 | | | 3 | 2 | | 4 | 13 | 285 |
| Catron | 6 | 2 | 3 | | | | | | | | | | | | 1 | | |
| Chaves | 120 | 33 | 44 | 13 | 13 | 1 | | 5 | 1 | | | 1 | | 1 | 1 | 1 | 6 |
| Colfax | 28 | 5 | 13 | 3 | 4 | | | 2 | | | | | | | | | 1 |
| Curry | 98 | 20 | 53 | 12 | 6 | | | 3 | | | | 1 | | | | 3 | |
| De Baca | 8 | 3 | 5 | | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **New Mexico** | | | | | | | | | | | | | | | | |
| Dona Ana | 296 | 93 | 143 | 17 | 18 | | | 6 | | 1 | 2 | | | 1 | | 15 |
| Eddy | 68 | 15 | 33 | 8 | 4 | | | 3 | | | | | | 2 | 1 | 2 |
| Grant | 54 | 14 | 22 | 8 | 7 | | | | | 1 | 1 | | | | 1 | |
| Guadalupe | 4 | 1 | 3 | | | | | | | | | | | | | |
| Harding | 2 | | 2 | | | | | | | | | | | | | |
| Hidalg. | 35 | 25 | 10 | | | | | | | | | | | | | |
| Lea | 152 | 34 | 73 | 15 | 11 | | | 2 | | | | | | 3 | | 14 |
| Lincoln | 75 | 8 | 49 | 8 | 2 | | | 3 | | | 2 | | | 1 | | 2 |
| Los Alamos | 71 | 11 | 51 | 1 | 1 | | | | | | | | | | | 7 |
| Luna | 58 | 26 | 30 | 1 | 1 | | | | | | | | | | | |
| Mckinley | 60 | 6 | 32 | 7 | 2 | | | | | | | | | | | 13 |
| Mora | 2 | 1 | 1 | | | | | | | | | | | | | |
| Otero | 94 | 13 | 50 | 13 | 3 | | | 2 | | | 1 | | | 1 | | 11 |
| Quay | 41 | 23 | 15 | 1 | | | | | | | | | | 1 | | 1 |
| Rio Arriba | 29 | 2 | 18 | 5 | 1 | | | | | | | | | | 1 | 2 |
| Roosevelt | 34 | 9 | 17 | 5 | 3 | | | | | | | | | | | |
| San Juan | 157 | 52 | 80 | 9 | 4 | | 1 | 3 | | | | | | 1 | | 7 |
| San Miguel | 45 | 5 | 6 | 7 | 4 | | 1 | 11 | 3 | 1 | 4 | | 2 | | | 1 |
| Sandoval | 29 | 5 | 15 | 1 | 1 | | | | | | | | | | | 7 |
| Santa Fe | 137 | 26 | 71 | 14 | 5 | 1 | 1 | 5 | | | 1 | | | 2 | 2 | 9 |
| Sierra | 23 | 10 | 12 | | | | | | | | | | | 1 | | |
| Socorro | 29 | 7 | 16 | 2 | 1 | | | 1 | | | | | | | | 2 |
| Taos | 32 | 3 | 22 | 3 | 1 | | | | | | | | | | | 3 |
| Torrance | 13 | 6 | 6 | | | | | | | | | | | | | 1 |
| Union | 12 | 1 | 9 | 1 | | | | | | | | | | 1 | | |
| Valencia | 65 | 20 | 34 | 1 | 2 | | | | | | | | | 1 | | 7 |
| **State Tot** | **2764** | **644** | **1263** | **197** | **124** | **2** | **3** | **63** | **5** | **3** | **16** | **2** | **3** | **21** | **22** | **396** |
| **New York** | | | | | | | | | | | | | | | | |
| Albany | 189 | 73 | 79 | 8 | 6 | | | 6 | 3 | | | | | 3 | 8 | 3 |
| Alleghany | 39 | 10 | 15 | 4 | 3 | | | | | | | | | 1 | | 6 |
| Bronx | 38 | 8 | 16 | 6 | 3 | | | 1 | | | | | | 2 | | 2 |
| Broome | 153 | 48 | 58 | 13 | 1 | | | 5 | | | 1 | | | 3 | | 24 |
| Cattaraugu | 51 | 23 | 21 | 3 | | | | | | | | | | 1 | | 3 |
| Cayuga | 46 | 20 | 20 | 3 | 1 | | | | | | | | | | | 2 |
| Chautauqua | 143 | 66 | 44 | 9 | 2 | | | 6 | | | | | | 8 | 1 | 7 |
| Chemung | 87 | 30 | 19 | 4 | | | | | | | | | | 5 | | 29 |
| Chenango | 29 | 12 | 11 | 2 | | | | 1 | | | | | | | | 3 |
| Clinton | 63 | 32 | 25 | 3 | 1 | | | 1 | | | | | | 1 | | |
| Columbia | 87 | 41 | 25 | 4 | 2 | | | 1 | 3 | | | | | 1 | | 10 |
| Cortland | 41 | 15 | 21 | 2 | | | | | | | | | | 2 | | 1 |
| Delaware | 57 | 26 | 24 | 3 | | 1 | | 1 | | | | | | 2 | | |
| Dutchess | 309 | 144 | 128 | 9 | 6 | | | | | | 2 | 7 | 1 | 3 | 1 | 8 |
| Erie | 475 | 181 | 195 | 31 | 9 | | | 7 | 6 | | 2 | 2 | | 12 | 4 | 26 |
| Essex | 43 | 19 | 18 | 5 | | | | | | | | | | 1 | | |
| Franklin | 52 | 28 | 22 | | | | | | | | | | | 2 | | |
| Fulton | 38 | 13 | 24 | 1 | | | | | | | | | | | | |
| Genesee | 59 | 31 | 19 | 2 | 1 | | | 1 | | | 1 | | | 2 | | 2 |
| Greene | 52 | 25 | 22 | 2 | 1 | | | | | | | | | 1 | | 1 |
| Hamilton | 22 | 9 | 10 | 2 | | | | | | | | | | 1 | | |
| Herkimer | 34 | 12 | 16 | | 1 | | | 1 | | | | | | 2 | | 2 |
| Jefferson | 80 | 37 | 34 | 5 | 1 | | | | | | | | | 2 | 1 | |
| Kings | 101 | 25 | 46 | 19 | 3 | | | | | | | | | 3 | 2 | 3 |
| Lewis | 17 | 7 | 8 | 2 | | | | | | | | | | | | |
| Livingston | 82 | 37 | 32 | 4 | 2 | 1 | | | | | | | | | 1 | 5 |
| Madison | 41 | 15 | 21 | | | | | | | | | | | 3 | | 2 |
| Monroe | 398 | 144 | 182 | 22 | 4 | | | 3 | 2 | | 3 | 4 | | 5 | | 29 |
| Montgomery | 43 | 18 | 18 | 2 | 1 | | | 1 | | | | | | 1 | | 2 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **New York** | | | | | | | | | | | | | | | | |
| Nassau | 494 | 104 | 251 | 44 | 20 | | | 7 | 4 | 1 | 5 | 3 | 1 | 11 | 27 | 16 |
| New York | 739 | 120 | 239 | 56 | 34 | 1 | | 30 | 10 | | 44 | 58 | 10 | 5 | 110 | 22 |
| Niagara | 185 | 80 | 68 | 8 | 3 | | | 2 | | | | | | 5 | 2 | 17 |
| Oneida | 247 | 111 | 93 | 8 | 6 | | | 1 | | | 2 | | | 12 | 3 | 11 |
| Onondaga | 312 | 111 | 113 | 18 | 12 | | | 6 | | | 8 | | 2 | 9 | 2 | 31 |
| Ontario | 65 | 36 | 25 | 3 | | | | | | | | | | | | 1 |
| Orange | 240 | 95 | 109 | 8 | 3 | | | 2 | | | | 4 | | 3 | 3 | 13 |
| Orleans | 51 | 32 | 17 | | | | | | | | | | | 1 | | 1 |
| Oswego | 97 | 56 | 36 | 2 | 1 | | | | | | | | | 2 | | |
| Otsego | 59 | 18 | 29 | 4 | | | | | | | | | | | | 8 |
| Putnam | 72 | 16 | 47 | 5 | | | | | | | | | | 3 | | 1 |
| Queens | 192 | 59 | 91 | 17 | 8 | | | 2 | | | 3 | | | 4 | 2 | 6 |
| Rensselaer | 100 | 34 | 52 | 5 | 1 | | | | | | | | | | 1 | 7 |
| Richmond | 48 | 12 | 24 | 5 | 1 | | | | | | | 1 | | 3 | | 2 |
| Rockland | 121 | 42 | 60 | 4 | 2 | | | 1 | | | | | | 2 | 7 | 3 |
| Saratoga | 138 | 54 | 64 | 5 | 3 | | | | | | | | | | | 12 |
| Schenectad | 149 | 55 | 65 | 7 | 3 | | | 6 | | | 1 | 1 | | 1 | | 10 |
| Schoharie | 22 | 11 | 7 | 2 | 1 | | | | | | | | | 1 | | |
| Schuyler | 7 | 1 | 6 | | | | | | | | | | | | | |
| Seneca | 34 | 16 | 15 | | | | | | | | | | | 3 | | |
| St Lawrenc | 55 | 28 | 21 | 2 | 1 | | | | | | | | | 2 | | 1 |
| Steuben | 99 | 21 | 48 | 7 | 1 | | | 1 | 2 | | | 2 | | 10 | 4 | 3 |
| Suffolk | 895 | 288 | 423 | 71 | 31 | | | 12 | | | 8 | 2 | | 24 | 11 | 25 |
| Sullivan | 103 | 38 | 41 | 7 | | | | | | | | | | 1 | | 16 |
| Tioga | 56 | 20 | 15 | | | | | | | | | | | 2 | | 19 |
| Tompkins | 72 | 20 | 35 | 6 | 3 | | | 1 | | | 1 | | | | | 6 |
| Ulster | 136 | 62 | 59 | 5 | 1 | | 1 | | | | | | | 4 | | 4 |
| Warren | 76 | 28 | 37 | 1 | 1 | | | 2 | | | 1 | | | | | 6 |
| Washington | 62 | 31 | 25 | | | | | | | | | | | 1 | | 5 |
| Wayne | 111 | 52 | 48 | 2 | | | | | | | | | | 2 | | 7 |
| Westcheste | 475 | 64 | 244 | 35 | 10 | | | 11 | 13 | | 19 | 29 | 7 | 6 | 24 | 13 |
| Wyoming | 35 | 21 | 11 | 2 | | | | | | | | | | 1 | | |
| Yates | 43 | 24 | 12 | 2 | | | | 1 | | | 2 | | | 1 | 1 | |
| Unknown | 1 | | | | | | | | | | | | | 1 | | |
| Unknown | 3 | | 1 | | | | | | | | | 2 | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 1 | | | 1 | | | | | | | | | | | | |
| **State Tot** | **8465** | **2909** | **3605** | **512** | **194** | **3** | **1** | **120** | **43** | **1** | **103** | **115** | **21** | **187** | **215** | **436** |
| **North Caro** | | | | | | | | | | | | | | | | |
| Alamance | 95 | 35 | 34 | 12 | 2 | | | 3 | | | 1 | | | | | 8 |
| Alexander | 22 | 13 | 6 | | 1 | | | 1 | | | | | | | | 1 |
| Alleghany | 2 | 1 | 1 | | | | | | | | | | | | | |
| Anson | 9 | 4 | 4 | 1 | | | | | | | | | | | | |
| Ashe | 13 | 5 | 8 | | | | | | | | | | | | | |
| Avery | 36 | 2 | 11 | 8 | 6 | | | 6 | | | 1 | | 1 | 1 | | |
| Beaufort | 49 | 21 | 25 | | 1 | | | | | | | | | 1 | 1 | |
| Bertie | 18 | 3 | 7 | | 3 | | | 2 | | | 1 | | | | | 2 |
| Bladen | 18 | 10 | 7 | | | | | | | | | | | | | 1 |
| Brunswick | 48 | 15 | 23 | 5 | 1 | | | 1 | | | 1 | | | 1 | | 1 |
| Buncombe | 143 | 30 | 67 | 8 | 7 | | | 5 | | | 6 | 1 | 1 | 2 | 2 | 14 |
| Burke | 49 | 17 | 19 | 8 | 4 | | | 1 | | | | | | | | |
| Cabarrus | 106 | 38 | 48 | 7 | 5 | | | 3 | | | 1 | | | 1 | 1 | 2 |
| Caldwell | 49 | 22 | 21 | 2 | 2 | | | 1 | | | | | | | | 1 |
| Camden | 3 | 1 | 2 | | | | | | | | | | | | | |
| Carteret | 70 | 22 | 41 | 3 | 2 | | | | | | 1 | | | 1 | | |
| Caswell | 18 | 7 | 11 | | | | | | | | | | | | | |
| Catawba | 124 | 31 | 57 | 14 | 4 | | | 7 | | | 7 | | | 1 | | 3 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
STATE
FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **North Caro** | | | | | | | | | | | | | | | | |
| Chatham | 22 | 8 | 13 | 1 | | | | | | | | | | | | |
| Cherokee | 36 | 9 | 18 | 6 | 1 | | 1 | | | | | | | 1 | | |
| Chowan | 13 | 5 | 6 | 1 | | | | | | | | | | | | 1 |
| Clay | 12 | 5 | 6 | | 1 | | | | | | | | | | | |
| Cleveland | 70 | 27 | 29 | 7 | 2 | | 1 | | | | | | | 3 | | 1 |
| Columbus | 30 | 10 | 14 | 3 | 1 | | 1 | | | | | | | 1 | | |
| Craven | 96 | 34 | 39 | 15 | 3 | | 1 | | | | 2 | | | 1 | | 1 |
| Cumberland | 198 | 79 | 92 | 12 | 4 | | 2 | | | | 4 | | | 2 | 1 | 2 |
| Currituck | 6 | 2 | 3 | 1 | | | | | | | | | | | | |
| Dare | 62 | 19 | 29 | 6 | 4 | | | | | | 1 | | | 1 | 2 | |
| Davidson | 99 | 34 | 53 | 3 | 2 | | 5 | | | | 1 | | | | | 1 |
| Davie | 73 | 33 | 32 | 3 | 4 | | | | | | | 1 | | | | |
| Duplin | 20 | 6 | 10 | 2 | | | | | | | 2 | | | | | |
| Durham | 111 | 31 | 48 | 10 | 2 | | 6 | | | | 4 | | | 7 | 2 | 1 |
| Edgecombe | 56 | 12 | 14 | 9 | 2 | | 5 | | | | 5 | 1 | | | 2 | 6 |
| Forsyth | 322 | 105 | 148 | 22 | 7 | 1 | 6 | 4 | | | 9 | 5 | 4 | | 3 | 8 |
| Franklin | 44 | 23 | 14 | 2 | 2 | | | | | | | | | | | 3 |
| Gaston | 84 | 30 | 31 | 12 | 3 | | 1 | | | | 2 | | | 5 | | |
| Gates | 4 | | 4 | | | | | | | | | | | | | |
| Graham | 9 | 2 | 2 | | 2 | | 1 | | | | | | | | 2 | |
| Granville | 6 | 1 | 5 | | | | | | | | | | | | | |
| Greene | 4 | 1 | 2 | | | | | | | | | | | 1 | | |
| Guilford | 430 | 114 | 205 | 37 | 15 | | 19 | 3 | | | 12 | 3 | | 1 | 1 | 20 |
| Halifax | 47 | 20 | 19 | 4 | | | 2 | | | | | | | 2 | | |
| Harnett | 47 | 18 | 19 | 4 | 1 | | 1 | | | | 1 | | | 2 | | 1 |
| Haywood | 37 | 11 | 20 | 2 | 1 | | | | | | 1 | | | 1 | 1 | |
| Henderson | 89 | 29 | 45 | 8 | 3 | | | | | | | | | 1 | | 3 |
| Hertford | 7 | 5 | 1 | 1 | | | | | | | | | | | | |
| Hoke | 36 | 21 | 12 | 3 | | | | | | | | | | | | |
| Hyde | 3 | 1 | 1 | | | | | | | | | | | | | 1 |
| Iredell | 91 | 24 | 43 | 4 | 4 | | 2 | | | | | | | 1 | 1 | 12 |
| Jackson | 39 | 9 | 22 | 5 | 1 | | | | | | 1 | | | | 1 | |
| Johnston | 52 | 18 | 23 | | 5 | 1 | 1 | 1 | | | 1 | | | 1 | | 1 |
| Jones | 6 | 4 | 2 | | | | | | | | | | | | | |
| Lee | 39 | 15 | 16 | 6 | | | 1 | | | | | | | | | 1 |
| Lenoir | 56 | 21 | 24 | 4 | 1 | | 3 | | | | | | | 1 | | 2 |
| Lincoln | 45 | 9 | 26 | 5 | 1 | | | 4 | | | | | | | | |
| Macon | 38 | 6 | 18 | 5 | 3 | | 2 | | | | 3 | | | | 1 | |
| Madison | 4 | 1 | 2 | 1 | | | | | | | | | | | | |
| Martin | 11 | 2 | 7 | | | | | | | | | | | 1 | | 1 |
| Mcdowell | 29 | 15 | 13 | | 1 | | | | | | | | | | | |
| Mecklembur | 566 | 107 | 242 | 52 | 45 | 3 | 41 | 4 | | | 24 | 8 | 2 | 4 | 7 | 27 |
| Mitchell | 15 | 9 | 4 | 1 | | | | | | | | | | | | 1 |
| Montgomery | 17 | 7 | 4 | 3 | | | | | | | | | | 3 | | |
| Moore | 70 | 13 | 35 | 11 | 1 | | 3 | 2 | | | 1 | | | 3 | | 1 |
| Nash | 6 | 3 | 2 | | 1 | | | | | | | | | | | |
| New Hanove | 121 | 39 | 50 | 13 | 3 | | 7 | 2 | | 1 | 3 | | | 1 | | 2 |
| Northampto | 10 | 4 | 6 | | | | | | | | | | | | | |
| Onslow | 84 | 35 | 42 | 4 | 2 | | | | | | | | | 1 | | |
| Orange | 82 | 20 | 41 | 8 | 1 | | | | | | | | | | | 12 |
| Pamlico | 9 | 2 | 6 | | | | | | | | | | | 1 | | |
| Pasquotank | 28 | 8 | 15 | 3 | | 2 | | | | | | | | | | |
| Pender | 12 | | 11 | 1 | | | | | | | | | | | | |
| Perquimans | 7 | 3 | 4 | | | | | | | | | | | | | |
| Person | 21 | 11 | 9 | 1 | | | | | | | | | | | | |
| Pitt | 75 | 25 | 29 | 7 | 3 | | 2 | | | | | | | 1 | 1 | 7 |
| Polk | 15 | 1 | 9 | 1 | 2 | | 2 | | | | | | | | | |
| Randolph | 89 | 41 | 37 | 5 | 3 | | | | | | | | | 2 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **North Caro** | | | | | | | | | | | | | | | | |
| Richmond | 17 | 5 | 8 | 2 | 1 | | 1 | | | | | | | 1 | | |
| Robeson | 78 | 29 | 28 | 14 | 5 | | 1 | | | | | | | 2 | 2 | 1 |
| Rockingham | 67 | 31 | 23 | 3 | 1 | | 2 | | | | 2 | | | 1 | | 2 |
| Rowan | 77 | 22 | 41 | 8 | 2 | | 1 | | | | | | | | | |
| Rutherford | 36 | 7 | 19 | 6 | 2 | | 2 | | | | | | | | | 2 |
| Sampson | 25 | 10 | 11 | | 1 | | 1 | | | | | | | | | |
| Scotland | 17 | 10 | 6 | 1 | | | | | | | | | | | | 1 |
| Stanly | 57 | 22 | 29 | 1 | | | 4 | | | | | | | | | |
| Stokes | 33 | 16 | 10 | 5 | 1 | | | | | | 1 | | | | | |
| Surry | 49 | 11 | 25 | 2 | | | 7 | | | | | | | 1 | 1 | 2 |
| Swain | 4 | 1 | 2 | 1 | | | | | | | | | | | | |
| Transylvan | 25 | 8 | 12 | 3 | 1 | | | | | | | | | | | 1 |
| Tyrrell | 3 | 3 | | | | | | | | | | | | | | |
| Union | 109 | 33 | 45 | 6 | 6 | | 3 | | | | 3 | | | 7 | 1 | 5 |
| Vance | 19 | 4 | 9 | 4 | 1 | | 1 | | | | | | | | | |
| Wake | 576 | 179 | 248 | 47 | 19 | | 21 | 1 | | | 11 | 1 | 1 | 7 | 13 | 28 |
| Warren | 3 | | 1 | | | | | | | | | | | 2 | | |
| Washington | 25 | 10 | 5 | 4 | | | 2 | | | | 1 | | | | 3 | |
| Watauga | 37 | 6 | 20 | 6 | 2 | | 2 | | | | | | | | | 1 |
| Wayne | 81 | 33 | 37 | 2 | 4 | | 2 | | | | | | | 1 | | 2 |
| Wilkes | 46 | 15 | 14 | 4 | 3 | | 6 | 1 | | | 2 | | | | | 1 |
| Wilson | 27 | 4 | 15 | 6 | | | 2 | | | | | | | | | |
| Yadkin | 30 | 14 | 14 | 2 | | | | | | | | | | | | |
| Yancey | 5 | | 4 | 1 | | | | | | | | | | | | |
| Unknown | 1 | | | | | | | | | | | | 1 | | | |
| **State Tot** | **6029** | **1897** | **2694** | **510** | **224** | **7** | **204** | **22** | | **1** | **116** | **20** | **10** | **79** | **49** | **196** |
| **North Dako** | | | | | | | | | | | | | | | | |
| Adams | 35 | 20 | 11 | 1 | 2 | | | | | | | | | 1 | | |
| Barnes | 45 | 30 | 13 | 1 | | | 1 | | | | | | | | | |
| Benson | 22 | 15 | 7 | | | | | | | | | | | | | |
| Billings | 3 | 1 | 2 | | | | | | | | | | | | | |
| Bottineau | 35 | 16 | 15 | 2 | 1 | | | | | | | | | | | 1 |
| Bowman | 37 | 13 | 11 | 12 | | | | | | | | | | | | 1 |
| Burke | 15 | 10 | 5 | | | | | | | | | | | | | |
| Burleigh | 90 | 21 | 48 | 7 | 6 | | 2 | | | | | | | | 2 | 4 |
| Cass | 263 | 122 | 104 | 12 | 6 | | 6 | | | | | | | 5 | | 8 |
| Cavalier | 18 | 5 | 12 | | | | | | | | | | | | | 1 |
| Dickey | 20 | 11 | 8 | | | | | | | | | | | | | 1 |
| Divide | 19 | 11 | 6 | 1 | 1 | | | | | | | | | | | |
| Dunn | 8 | 7 | 1 | | | | | | | | | | | | | |
| Eddy | 9 | 7 | 1 | | | | | | | | | | | | 1 | |
| Emmons | 10 | 3 | 7 | | | | | | | | | | | | | |
| Foster | 9 | 6 | 3 | | | | | | | | | | | | | |
| Golden Val | 11 | 6 | 5 | | | | | | | | | | | | | |
| Grand Fork | 221 | 92 | 80 | 11 | 5 | | 1 | | | 1 | 2 | | | 19 | 4 | 6 |
| Grant | 7 | 2 | 5 | | | | | | | | | | | | | |
| Griggs | 11 | 6 | 4 | 1 | | | | | | | | | | | | |
| Hettinger | 8 | 6 | 2 | | | | | | | | | | | | | |
| Kidder | 11 | 5 | 6 | | | | | | | | | | | | | |
| La Moure | 15 | 6 | 9 | | | | | | | | | | | | | |
| Logan | 3 | 2 | 1 | | | | | | | | | | | | | |
| Mchenry | 37 | 31 | 5 | 1 | | | | | | | | | | | | |
| Mcintosh | 6 | 3 | 3 | | | | | | | | | | | | | |
| Mckenzie | 33 | 16 | 15 | 2 | | | | | | | | | | | | |
| Mclean | 55 | 29 | 26 | | | | | | | | | | | | | |
| Mercer | 28 | 8 | 16 | 3 | | | | | | | | | | 1 | | |
| Morton | 73 | 41 | 24 | 3 | 2 | | 1 | | | | | | | 1 | 1 | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **North Dako** | | | | | | | | | | | | | | | | |
| Mountrail | 27 | 18 | 9 | | | | | | | | | | | | | |
| Nelson | 22 | 14 | 8 | | | | | | | | | | | | | |
| Oliver | 3 | 1 | 2 | | | | | | | | | | | | | |
| Pembina | 56 | 33 | 15 | 2 | 2 | 1 | | | | | | | | | | 3 |
| Pierce | 12 | 4 | 6 | 1 | 1 | | | | | | | | | | | |
| Ramsey | 34 | 18 | 15 | | 1 | | | | | | | | | | | |
| Ransom | 21 | 10 | 9 | 2 | | | | | | | | | | | | |
| Renville | 14 | 11 | 3 | | | | | | | | | | | | | |
| Richland | 64 | 39 | 20 | 3 | 1 | | | | | | | | | | | 1 |
| Rolette | 20 | 14 | 5 | | 1 | | | | | | | | | | | |
| Sargent | 21 | 9 | 12 | | | | | | | | | | | | | |
| Sheridan | 3 | 1 | 2 | | | | | | | | | | | | | |
| Sioux | 3 | 3 | | | | | | | | | | | | | | |
| Stark | 29 | 8 | 19 | 1 | 1 | | | | | | | | | | | |
| Steele | 7 | 5 | 2 | | | | | | | | | | | | | |
| Stutsman | 57 | 33 | 17 | 4 | 1 | | | | | | 1 | | | | | 1 |
| Towner | 15 | 7 | 7 | 1 | | | | | | | | | | | | |
| Traill | 47 | 31 | 12 | 2 | | | | | | | | | | | | 2 |
| Walsh | 44 | 27 | 16 | | | | | | | | | | | | | 1 |
| Ward | 151 | 94 | 52 | 2 | 1 | | | | | | | | | 2 | | |
| Wells | 25 | 15 | 10 | | | | | | | | | | | | | |
| Williams | 99 | 51 | 34 | 5 | 1 | | 1 | | | | | | | 6 | 1 | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | |
| **State Tot** | **1932** | **998** | **730** | **80** | **33** | **1** | **12** | | | **1** | **3** | | | **35** | **9** | **30** |
| **Ohio** | | | | | | | | | | | | | | | | |
| Adams | 25 | 13 | 9 | | 1 | | 1 | | | | 1 | | | | | |
| Allen | 121 | 34 | 49 | 7 | 5 | | 5 | 1 | | | | | | 1 | 5 | 14 |
| Ashland | 41 | 15 | 20 | 3 | 1 | | 1 | | | | | | | | | 1 |
| Ashtabula | 60 | 28 | 26 | | 2 | | 1 | | | | | | | | | 3 |
| Athens | 62 | 33 | 22 | 4 | 1 | | 2 | | | | | | | | | |
| Auglaize | 37 | 14 | 14 | 1 | 4 | | 1 | | | | 1 | | 1 | 1 | | |
| Belmont | 48 | 14 | 30 | 2 | | | | | | | | | | | 1 | 1 |
| Brown | 39 | 20 | 15 | 2 | | | | | | | | | | 2 | | |
| Butler | 220 | 70 | 90 | 19 | 16 | | 3 | 1 | | | 2 | | | 11 | | 8 |
| Carroll | 29 | 14 | 12 | 2 | | | 1 | | | | | | | | | |
| Champaign | 23 | 13 | 8 | | 1 | | | | | | | | | 1 | | |
| Clark | 118 | 43 | 61 | 7 | | | 2 | | | | 1 | | | | | 4 |
| Clermont | 84 | 38 | 26 | 8 | 1 | | | | | | | | | 7 | | 4 |
| Clinton | 101 | 26 | 25 | 4 | 3 | | | 10 | | | | 20 | 12 | 1 | | |
| Columbiana | 130 | 61 | 47 | 6 | 5 | | | | | | 2 | | | 5 | | 4 |
| Coshocton | 36 | 4 | 26 | 5 | | | | | | | | | | | | 1 |
| Crawford | 63 | 31 | 26 | 2 | 2 | | | | | | 1 | | | | | 1 |
| Cuyahoga | 764 | 189 | 350 | 51 | 45 | | 21 | 8 | | 1 | 33 | 12 | 2 | 15 | 1 | 36 |
| Darke | 37 | 13 | 20 | | | | | | | | | | | 2 | | 2 |
| Defiance | 33 | 13 | 5 | 11 | 3 | | | | | | | | | | | 1 |
| Delaware | 55 | 30 | 20 | 1 | | | | | | | | | | | 1 | 3 |
| Erie | 83 | 23 | 47 | 5 | 4 | | 2 | | | | | | | | | 2 |
| Fairfield | 85 | 33 | 44 | 2 | 1 | | | | | | | | | 3 | | 2 |
| Fayette | 19 | 13 | 6 | | | | | | | | | | | | | |
| Franklin | 875 | 200 | 367 | 97 | 34 | | 40 | 5 | | | 42 | 10 | | 25 | 13 | 42 |
| Fulton | 50 | 27 | 13 | 2 | 1 | | | 1 | | | 1 | | | 3 | | 2 |
| Gallia | 23 | 10 | 7 | 3 | 1 | | | | | | | | 1 | | 1 | |
| Geauga | 78 | 24 | 43 | 3 | 1 | | | | | | | | | 2 | | 5 |
| Greene | 114 | 42 | 48 | 8 | 3 | | 1 | | | | 1 | | | 3 | | 8 |
| Guernsey | 29 | 13 | 13 | | 2 | | 1 | | | | | | | | | |
| Hamilton | 647 | 145 | 262 | 76 | 16 | | 18 | 4 | | | 23 | 11 | 5 | 13 | 29 | 45 |
| Hancock | 82 | 31 | 39 | 5 | | | 1 | 1 | | | 3 | | | 1 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Ohio** | | | | | | | | | | | | | | | | |
| Hardin | 38 | 7 | 21 | 4 | | | 5 | | | | 1 | | | 1 | | 1 |
| Harrison | 18 | 8 | 8 | | | | | | | | | | | 1 | | 1 |
| Henry | 37 | 14 | 18 | 3 | | | | | | | 1 | | | 1 | | |
| Highland | 32 | 14 | 14 | 2 | | | | | | | | | | | | 1 |
| Hocking | 10 | 5 | 5 | | | | | | | | | | | | | |
| Holmes | 14 | 5 | 7 | 1 | | | | | | | 3 | | | 4 | | |
| Huron | 69 | 21 | 20 | 19 | 2 | | | | | | | | | | 1 | |
| Jackson | 19 | 9 | 7 | 2 | | | | | | | 1 | | | 1 | 1 | 1 |
| Jefferson | 71 | 31 | 33 | 2 | 1 | | | | | | | | | 1 | 1 | 1 |
| Knox | 61 | 23 | 31 | 4 | | | | | | 1 | 1 | | | 2 | 1 | 3 |
| Lake | 184 | 70 | 88 | 13 | 4 | | 1 | | | | | | | 2 | | |
| Lawrence | 24 | 6 | 14 | 1 | 1 | | | | | | | | | 5 | 3 | 3 |
| Licking | 119 | 40 | 57 | 6 | 3 | 1 | 1 | | | | | 1 | | | | 1 |
| Logan | 35 | 18 | 13 | 1 | | | 1 | | | | | 1 | | 3 | | 3 |
| Lorain | 174 | 68 | 72 | 21 | 2 | | 4 | | | | 13 | 4 | | 4 | 1 | 15 |
| Lucas | 281 | 95 | 108 | 26 | 3 | | 12 | | | | | | | | | |
| Madison | 36 | 18 | 15 | 2 | 1 | | | | | | 7 | 1 | 4 | 3 | | 5 |
| Mahoning | 165 | 52 | 66 | 16 | 6 | | 5 | | | | 1 | | | 4 | | 1 |
| Marion | 50 | 15 | 26 | 1 | 2 | | | | | | 2 | | | | 1 | 13 |
| Medina | 189 | 63 | 95 | 10 | 3 | | 2 | | | | | | | | | |
| Meigs | 19 | 9 | 8 | 1 | 1 | | | | | | | | | | 1 | |
| Mercer | 28 | 12 | 13 | 1 | | | 1 | | | | | | | 1 | | 3 |
| Miami | 91 | 36 | 44 | 4 | 2 | | 1 | | | | | | | | | |
| Monroe | 8 | 3 | 5 | | | | | | | | 11 | 5 | | 9 | 2 | 30 |
| Montgomery | 635 | 206 | 296 | 48 | 19 | | 9 | | | | | | | | | |
| Morgan | 9 | 6 | 3 | | | | | | | | | | | | | |
| Morrow | 21 | 9 | 9 | 2 | 1 | | | | | | 1 | | | 2 | | 1 |
| Muskingum | 129 | 64 | 43 | 16 | 2 | | | | | | | | | 1 | | |
| Noble | 8 | 3 | 4 | | | | | | | | | | | 1 | | 1 |
| Ottawa | 56 | 9 | 42 | 2 | | | 1 | | | | | | | 1 | | |
| Paulding | 31 | 15 | 11 | 1 | 3 | | | | | | | | | 1 | | |
| Perry | 31 | 16 | 12 | 1 | 1 | | | | | | | | | 1 | | 1 |
| Pickaway | 56 | 29 | 24 | 1 | | | | | | | | | | | | |
| Pike | 18 | 9 | 9 | | | | | | | | | | | 5 | | 13 |
| Portage | 151 | 48 | 71 | 11 | 3 | | | | | | | | | 1 | | 1 |
| Preble | 36 | 22 | 11 | 1 | | | | | | | | | | 1 | | 1 |
| Putnam | 74 | 47 | 17 | 2 | | 5 | 1 | | | | | | | 5 | | 2 |
| Richland | 133 | 60 | 55 | 6 | | | 3 | | | | 2 | | | 2 | | |
| Ross | 51 | 26 | 21 | 1 | 1 | | | | | | | | | 1 | | |
| Sandusky | 80 | 27 | 46 | 3 | 3 | | | | | | | | | | | |
| Scioto | 55 | 31 | 19 | 3 | 1 | | 1 | | | | | | | | | 1 |
| Seneca | 75 | 31 | 32 | 5 | 4 | | 2 | | | | | | | 2 | | 1 |
| Shelby | 28 | 9 | 13 | | | | 1 | | | | 1 | 1 | | 9 | | 9 |
| Stark | 376 | 119 | 193 | 21 | 9 | | 7 | | | | 6 | 3 | | 5 | 1 | 53 |
| Summit | 379 | 122 | 149 | 25 | 10 | | 4 | | | | 5 | 5 | | 2 | 1 | 5 |
| Trumbull | 200 | 85 | 86 | 9 | 5 | | 4 | 1 | | | 2 | | | 4 | 1 | |
| Tuscarawas | 66 | 24 | 31 | 3 | 2 | | 1 | | | | | | | | | 1 |
| Union | 18 | 8 | 9 | | | | | | | | | | | 2 | | 5 |
| Van Wert | 32 | 7 | 16 | 2 | | | | | | | | | | | | |
| Vinton | 6 | 4 | 1 | 1 | | | | | | | 1 | | | 4 | | 20 |
| Warren | 117 | 39 | 39 | 9 | 4 | | 1 | | | | | | | 1 | | |
| Washington | 59 | 27 | 28 | 1 | 2 | | | | | | 1 | 1 | | 1 | | 4 |
| Wayne | 91 | 34 | 37 | 8 | 4 | | 1 | | | | 1 | | | | | 9 |
| Williams | 45 | 17 | 13 | 2 | 2 | | 1 | | | | 2 | | | 3 | 1 | 8 |
| Wood | 119 | 42 | 51 | 7 | 4 | | 1 | | | | | | | | | 1 |
| Wyandot | 25 | 5 | 17 | 2 | | | | | | | | | | | | 1 |
| Unknown | 2 | 1 | | | | | | | | | | | | | | |
| **State Tot** | **9185** | **3120** | **3988** | **689** | **284** | **1** | **5** | **172** | **32** | **2** | **174** | **75** | **25** | **193** | **67** | **410** |
| **Oklahoma** | | | | | | | | | | | | | | | | |
| Adair | 5 | | 3 | 2 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
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STATE

FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Oklahoma** | | | | | | | | | | | | | | | | |
| Alfalfa | 10 | 1 | 9 | | | | | | | | | | | | | |
| Atoka | 11 | 6 | 4 | | 1 | | | | | | | | | | | |
| Beaver | 24 | 6 | 13 | 1 | 1 | | | | | | | | | 3 | | |
| Beckham | 56 | 16 | 34 | 1 | 4 | | 1 | | | | | | | | | |
| Blaine | 18 | 8 | 9 | | | | | | | | | | | 1 | | |
| Bryan | 40 | 15 | 19 | 3 | 2 | | 1 | | | | | | | | | |
| Caddo | 55 | 22 | 26 | 2 | 2 | 1 | | | | 1 | | | | 1 | | |
| Canadian | 116 | 40 | 49 | 15 | 6 | 2 | 1 | | | | 1 | | | 1 | 1 | |
| Carter | 64 | 15 | 25 | 4 | 5 | | 3 | | | | 2 | | | 9 | 1 | |
| Cherokee | 33 | 12 | 19 | 1 | 1 | | | | | | | | | | | |
| Choctaw | 9 | 3 | 6 | | | | | | | | | | | | | |
| Cimarron | 20 | 9 | 11 | | | | | | | | | | | | | |
| Cleveland | 119 | 39 | 65 | 5 | 3 | | | | | | | | | 2 | | 5 |
| Coal | 1 | | 1 | | | | | | | | | | | | | |
| Comanche | 96 | 37 | 49 | 3 | 3 | | 1 | | | | | | | | | 3 |
| Cotton | 8 | 5 | 3 | | | | | | | | | | | | | |
| Craig | 36 | 18 | 17 | 1 | | | | | | | | | | | | |
| Creek | 64 | 16 | 42 | 2 | 3 | | | | | | | | | | | 1 |
| Custer | 41 | 18 | 20 | 1 | | | 1 | | | | | | | 1 | | |
| Delaware | 21 | 6 | 14 | | | | | | | | | | | 1 | | |
| Dewey | 18 | 10 | 7 | 1 | | | | | | | | | | | | |
| Ellis | 16 | 10 | 5 | | | | | | | | | | | | | 1 |
| Garfield | 125 | 58 | 49 | 9 | 2 | | 1 | | | | | | | 3 | | 3 |
| Garvin | 69 | 33 | 32 | 2 | 1 | | | | | 1 | | | | | | |
| Grady | 69 | 24 | 38 | 5 | 2 | | | | | | | | | | | |
| Grant | 36 | 21 | 14 | 1 | | | | | | | | | | | | |
| Greer | 9 | 1 | 7 | 1 | | | | | | | | | | | | |
| Harmon | 11 | 7 | 4 | | | | | | | | | | | | | |
| Harper | 14 | 3 | 9 | 1 | | | | | | | | | | 1 | | |
| Haskell | 6 | 1 | 3 | | | | | | | | | | | 2 | | |
| Hughes | 16 | 3 | 11 | 1 | | | | | | | | | | 1 | | |
| Jackson | 52 | 23 | 24 | 1 | 1 | | 1 | | | | | | | | | 2 |
| Jefferson | 4 | 4 | | | | | | | | | | | | | | |
| Johnston | 5 | 2 | 2 | 1 | | | | | | | | | | | | |
| Kay | 85 | 21 | 49 | 9 | | | | 2 | | | 1 | | | 2 | | 1 |
| Kingfisher | 35 | 15 | 15 | 1 | 2 | | | | | | | | | 2 | | |
| Kiowa | 29 | 12 | 16 | 1 | | | | | | | | | | | | |
| Latimer | 8 | 3 | 4 | 1 | | | | | | | | | | | | |
| Le Flore | 22 | 7 | 13 | | 1 | | | | | | | | | | | 1 |
| Lincoln | 33 | 9 | 18 | 2 | 1 | | 1 | | | | 2 | | | | | |
| Logan | 64 | 30 | 30 | 2 | 2 | | | | | | | | | | | |
| Love | 13 | 5 | 7 | | | | | | | | | | | 1 | | |
| Major | 21 | 13 | 8 | | | | | | | | | | | | | |
| Marshall | 11 | 1 | 6 | 3 | 1 | | | | | | | | | | | |
| Mayes | 21 | 7 | 13 | 1 | | | | | | | | | | | | |
| Mcclain | 51 | 20 | 28 | 2 | | | | | | | | | | 1 | | |
| Mccurtain | 50 | 18 | 25 | 4 | 1 | | | | | | | | | 2 | | |
| Mcintosh | 17 | 6 | 10 | | | | | | | | | | | | 1 | |
| Murray | 7 | 3 | 4 | | | | | | | | | | | | | |
| Muskogee | 90 | 36 | 38 | 9 | 4 | | 1 | | | | | | | | 1 | 1 |
| Noble | 18 | 9 | 5 | 3 | | | | | | | 1 | | | | | |
| Nowata | 23 | 6 | 14 | 1 | 2 | | | | | | | | | | | |
| Okfuskee | 9 | 4 | 5 | | | | | | | | | | | | | |
| Oklahoma | 953 | 278 | 448 | 75 | 40 | | 27 | 1 | | | 33 | 4 | 3 | 11 | 7 | 26 |
| Okmulgee | 26 | 10 | 14 | | | | | | | | 1 | | | 1 | | |
| Osage | 20 | 7 | 11 | 1 | | | 1 | | | | | | | | | |
| Ottawa | 54 | 17 | 31 | 3 | | | 1 | | | | | | | 2 | | |
| Pawnee | 24 | 10 | 12 | | 1 | | 1 | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31,1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **Oklahoma** | | | | | | | | | | | | | | | | |
| Payne | 104 | 36 | 40 | 7 | 11 | | | 1 | | | 1 | | | 6 | | 2 |
| Pittsburg | 44 | 17 | 21 | 2 | 1 | | | | | | | | | 3 | | |
| Pontotoc | 45 | 14 | 25 | 3 | 2 | | | 1 | | | | | | | | 2 |
| Pottawatom | 44 | 20 | 19 | 2 | | | | 1 | | | | | | | | |
| Pushmataha | 8 | 1 | 6 | | 1 | | | | | | | | | | | |
| Roger Mill | 12 | 4 | 8 | | | | | | | | | | | 1 | | 3 |
| Rogers | 67 | 30 | 32 | 1 | | | | | | | | | | 2 | 3 | |
| Seminole | 45 | 14 | 19 | 2 | 2 | | | 3 | | | | | | | | |
| Sequoyah | 26 | 8 | 14 | 3 | 1 | | | | | | | | | | 1 | |
| Stephens | 57 | 15 | 32 | 2 | 3 | | | 1 | 1 | | | 2 | | | | 2 |
| Texas | 88 | 35 | 46 | 5 | | | | | | | | | | 19 | | 1 |
| Tillman | 53 | 15 | 15 | 3 | | | | | | | | | | | | |
| Tulsa | 1265 | 435 | 519 | 92 | 49 | | | 34 | 2 | 1 | 33 | 8 | 2 | 57 | 10 | 23 |
| Wagoner | 24 | 12 | 12 | | | | | | | | | | | | | |
| Washington | 82 | 23 | 46 | 3 | 1 | | | 1 | | | 4 | 1 | | 2 | | 1 |
| Washita | 14 | 5 | 8 | | | | | | | | | | | | | 1 |
| Woods | 52 | 16 | 11 | 1 | | | | | | | | | | 21 | 3 | |
| Woodward | 42 | 12 | 29 | | 1 | | | | | | | | | | | |
| Unknown | 2 | 1 | 1 | | | | | | | | | | | | | |
| **State Tot** | **5055** | **1752** | **2370** | **308** | **164** | **2** | **1** | **84** | **6** | **3** | **79** | **15** | **5** | **159** | **28** | **79** |
| **Oregon** | | | | | | | | | | | | | | | | |
| Baker | 53 | 13 | 27 | 2 | 3 | | | 3 | | | 1 | | | 2 | 1 | 1 |
| Benton | 121 | 36 | 57 | 7 | 2 | 1 | | 3 | | | 1 | | | 5 | 2 | 7 |
| Clackamas | 499 | 160 | 259 | 29 | 18 | | | 1 | | | 7 | 1 | 1 | 11 | 3 | 9 |
| Clatsop | 40 | 17 | 20 | 1 | 1 | | | 1 | | | | | | | | |
| Columbia | 73 | 21 | 35 | 2 | 1 | | | | | | | | | 1 | 13 | |
| Coos | 131 | 30 | 66 | 11 | 12 | | | 2 | | | 1 | | | 6 | 3 | |
| Crook | 33 | 4 | 21 | 2 | | | | 2 | | | 2 | | | 1 | 1 | |
| Curry | 59 | 14 | 34 | 7 | 2 | | | 2 | | | | | | | | |
| Deschutes | 305 | 74 | 157 | 23 | 13 | 4 | | 7 | | 1 | 3 | 1 | | 3 | 10 | 9 |
| Douglas | 190 | 65 | 98 | 10 | 1 | | | 5 | | | 2 | | | 6 | 1 | 2 |
| Gilliam | 21 | 10 | 11 | | | | | | | | | | | | | |
| Grant | 41 | 9 | 24 | 2 | | | | | | | 1 | | | 2 | | 3 |
| Harney | 37 | 16 | 19 | 1 | | | | | | | | | | 1 | | |
| Hood River | 127 | 76 | 27 | 5 | 1 | | | | | | | 1 | | 1 | 1 | 15 |
| Jackson | 557 | 177 | 242 | 32 | 14 | 6 | | 12 | | | 7 | | | 15 | 40 | 12 |
| Jefferson | 42 | 17 | 20 | 1 | | | | 1 | | | | | | 3 | | |
| Josephine | 123 | 32 | 67 | 9 | 5 | | | | | | 2 | | | 3 | 3 | 2 |
| Klamath | 188 | 54 | 99 | 11 | 5 | 1 | | 6 | | | 3 | | | 1 | 4 | 4 |
| Lake | 58 | 17 | 19 | 4 | 4 | | | 5 | | | 7 | | | 1 | | 1 |
| Lane | 465 | 165 | 214 | 30 | 4 | | | 5 | 2 | | 6 | | 1 | 9 | 18 | 11 |
| Lincoln | 55 | 13 | 35 | 3 | 1 | | | | | | 1 | | | | 1 | 1 |
| Linn | 197 | 58 | 87 | 10 | 4 | | | 2 | | | | | | 12 | 19 | 5 |
| Malheur | 103 | 36 | 57 | 3 | 4 | | | 1 | | | | | | 2 | | |
| Marion | 407 | 107 | 194 | 29 | 16 | | | 6 | | | 7 | 1 | | 31 | 10 | 6 |
| Morrow | 31 | 14 | 12 | 4 | | | | 1 | | | | | | | | |
| Multnomah | 1128 | 265 | 515 | 84 | 46 | 2 | 1 | 53 | 4 | | 35 | 5 | 4 | 33 | 51 | 30 |
| Polk | 75 | 36 | 34 | 3 | | | | | | | 1 | | | 1 | | |
| Sherman | 17 | 7 | 8 | 2 | | | | | | | | | | | | |
| Tillamook | 34 | 9 | 18 | 1 | | | | | | | | | | 2 | 1 | 3 |
| Umatilla | 179 | 56 | 91 | 10 | 2 | | | 2 | | | | | | 12 | 3 | 3 |
| Union | 63 | 17 | 32 | 2 | 1 | | | | | | | | | 2 | 7 | 2 |
| Wallowa | 28 | 9 | 18 | 1 | | | | | | | | | | | | |
| Wasco | 74 | 33 | 35 | 2 | | | | | | | | | | 2 | 1 | 1 |
| Washington | 479 | 159 | 201 | 34 | 11 | | 1 | 9 | | 1 | 12 | 4 | | 17 | 13 | 17 |
| Wheeler | 6 | 2 | 2 | 1 | | | | | | | | | | | | 1 |
| Yamhill | 278 | 47 | 68 | 13 | 3 | 1 | 4 | 2 | 3 | | 2 | 2 | | 32 | 100 | 1 |
| **State Tot** | **6317** | **1875** | **2923** | **391** | **174** | **15** | **6** | **131** | **9** | **2** | **101** | **15** | **6** | **217** | **306** | **148** |
| **Pennsylvan** | | | | | | | | | | | | | | | | |
| Adams | 97 | 25 | 35 | 2 | | | | 1 | | | | | | 16 | 13 | 5 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 2 ENGINE 7+ PLACE | 3+ENG | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | | | |
| **Pennsylvan** | | | | | | | | | | | | | | | | | |
| Allegheny | 768 | 235 | 330 | 54 | 14 | | 21 | 5 | | | 18 | 22 | 2 | | 12 | 15 | 40 |
| Armstrong | 62 | 31 | 22 | 4 | 2 | | | | | | | | | | 1 | 2 | |
| Beaver | 162 | 69 | 71 | 8 | 3 | | | | | | 1 | | | | 2 | 3 | 5 |
| Bedford | 30 | 9 | 16 | 3 | | | 2 | | | | | | | | | | |
| Berks | 269 | 80 | 116 | 19 | 11 | | 10 | 1 | | | 7 | 1 | 1 | | 5 | 1 | 17 |
| Blaire | 69 | 27 | 28 | 9 | 2 | | 1 | | | | | | | | 1 | | 1 |
| Bradford | 45 | 17 | 25 | | | | | | | | | | | | 1 | | 2 |
| Bucks | 552 | 194 | 214 | 32 | 15 | | 3 | | | | 1 | | 1 | | 36 | 15 | 41 |
| Butler | 142 | 66 | 54 | 9 | 3 | | 1 | | | | | | | | 1 | 1 | 7 |
| Cambria | 96 | 41 | 38 | 4 | 3 | | 4 | | | | | 1 | | | 4 | | 1 |
| Cameron | 13 | 6 | 6 | | | | 1 | | | | | | | | | | |
| Carbon | 52 | 19 | 17 | 4 | 1 | | | | | | | | | | 1 | | 10 |
| Centre | 102 | 33 | 46 | 5 | 3 | | 2 | | | | | | | | | 1 | 12 |
| Chester | 432 | 134 | 139 | 20 | 5 | | 5 | 1 | | | 4 | 1 | | | 52 | 43 | 28 |
| Clarion | 30 | 11 | 13 | 2 | | | | | | | | | | | 1 | | 3 |
| Clearfield | 56 | 18 | 29 | 1 | 3 | | 1 | | | | | | | | 2 | 1 | 1 |
| Clinton | 56 | 30 | 16 | 4 | 2 | | 3 | | | | | | | | | 1 | |
| Columbia | 37 | 15 | 13 | 2 | 1 | | | | | | | | | | 2 | | 4 |
| Crawford | 69 | 24 | 29 | 4 | 4 | | 1 | | | | 2 | | | | 2 | | 3 |
| Cumberland | 149 | 48 | 73 | 5 | 7 | | 5 | | | 1 | 2 | 1 | | | 1 | 1 | 5 |
| Dauphin | 219 | 69 | 90 | 10 | 15 | | 11 | | | 1 | 2 | 2 | | | 2 | 9 | 8 |
| Delaware | 219 | 61 | 102 | 16 | 8 | | 4 | 1 | | | 1 | | | | 8 | | 18 |
| Elk | 23 | 6 | 12 | 1 | 1 | | 1 | | | | | | | | 1 | | 1 |
| Erie | 147 | 59 | 57 | 3 | 6 | | 3 | | | | 2 | | | | 1 | 1 | 15 |
| Fayette | 73 | 29 | 27 | 8 | 1 | | 4 | | | | 1 | | | | 1 | 1 | 1 |
| Forest | 3 | 1 | 2 | | | | | | | | | | | | | | |
| Franklin | 77 | 26 | 36 | 3 | 3 | | 1 | | | | 1 | | | | 6 | | 1 |
| Fulton | 9 | 3 | 2 | 1 | | | 1 | | | | 1 | | | | 1 | | |
| Greene | 12 | 8 | 2 | | | | 1 | | | | | | | | | | 1 |
| Huntingdon | 21 | 13 | 7 | 1 | | | | | | | | | | | | | |
| Indiana | 49 | 24 | 16 | 5 | | | | | | | 1 | | | | 2 | 1 | |
| Jefferson | 38 | 15 | 14 | 4 | 2 | | | 1 | | | | | | | 1 | 1 | |
| Juniata | 15 | 10 | 4 | | | | | | | | | | | | 1 | | |
| Lackawanna | 102 | 31 | 49 | 4 | 4 | | | | | | | | | | 2 | 2 | 10 |
| Lancaster | 273 | 78 | 122 | 24 | 7 | | 2 | | | | 3 | | | | 2 | 5 | 30 |
| Lawrence | 37 | 19 | 14 | 1 | 1 | | 1 | | | | | | | | 1 | | |
| Lebanon | 119 | 43 | 63 | 2 | 3 | | | | | | | | | | 2 | 2 | 4 |
| Lehigh | 228 | 65 | 106 | 15 | 4 | | 2 | 1 | | | 3 | 5 | 1 | | 2 | 8 | 16 |
| Luzerne | 144 | 49 | 52 | 20 | 12 | | 4 | | | | | | | | 2 | 4 | 1 |
| Lycoming | 99 | 33 | 47 | 7 | 5 | | 3 | | | | | | | | 1 | 1 | 2 |
| Mckean | 22 | 8 | 10 | 3 | | | | | | | | | | | 1 | | |
| Mercer | 86 | 50 | 27 | 3 | 2 | | 2 | | | | | | | | 2 | | |
| Mifflin | 41 | 23 | 10 | 4 | 2 | | 1 | | | | | | | | 1 | | |
| Monroe | 83 | 27 | 38 | 6 | 5 | | 1 | | | | | | | | | 2 | 4 |
| Montgomery | 548 | 161 | 246 | 39 | 24 | | 11 | 1 | | | 1 | 2 | 1 | | 17 | 13 | 32 |
| Montour | 15 | 11 | 4 | | | | | | | | | | | | | | |
| Northampto | 162 | 53 | 83 | 10 | 1 | | | | | | 3 | | | | 1 | 1 | 10 |
| Northumber | 45 | 14 | 25 | 2 | 2 | | 1 | | | | | | | | 1 | | |
| Perry | 23 | 9 | 11 | 1 | | | | | | | | | | | 2 | | |
| Philadelph | 219 | 52 | 80 | 33 | 7 | 1 | 3 | | | 1 | 9 | 8 | 2 | | 4 | 15 | 4 |
| Pike | 21 | 6 | 9 | | 1 | | 2 | | | | 1 | | | | | | 2 |
| Potter | 27 | 15 | 11 | | | | | | | | | | | | 1 | | |
| Schuylkill | 88 | 36 | 43 | | 3 | | | | | | | | | | 4 | 2 | |
| Snyder | 28 | 10 | 14 | 2 | | | 1 | | | | | | | | | | 1 |
| Somerset | 63 | 21 | 33 | 3 | 2 | | 1 | | | | 1 | | | | 1 | | 1 |
| Sullivan | 1 | 1 | | | | | | | | | | | | | | | |
| Susquehann | 56 | 37 | 13 | 5 | 1 | | | | | | | | | | | | |
| Tioga | 38 | 18 | 18 | 1 | 1 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Pennsylvan** | | | | | | | | | | | | | | | | 1 |
| Union | 14 | 3 | 9 | 1 | | | | | | | | | | 1 | | |
| Venango | 56 | 28 | 18 | 5 | | | 3 | | | | 1 | | | 1 | | 1 |
| Warren | 28 | 9 | 16 | | | | | | | | 1 | | | 1 | | |
| Washington | 168 | 55 | 73 | 11 | 1 | | 8 | | | | 3 | | | 6 | 5 | 6 |
| Wayne | 83 | 32 | 40 | 7 | 1 | | | | | | | | | 3 | | |
| Westmorela | 229 | 86 | 98 | 16 | 5 | | 2 | | | | 5 | | | 4 | 8 | 5 |
| Wyoming | 40 | 14 | 23 | 1 | | | | | | | | | | 2 | | |
| York | 237 | 96 | 110 | 10 | 4 | | 6 | 2 | | | 3 | | | 2 | 1 | 3 |
| Unknown | 1 | 1 | | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **7818** | **2850** | **3217** | **479** | **213** | **1** | **141** | **13** | | **3** | **78** | **43** | **8** | **230** | **179** | **363** |
| **Rhode Isla** | | | | | | | | | | | | | | | | |
| Bristol | 17 | 8 | 9 | | | | | | | | | | | | | |
| Kent | 73 | 24 | 40 | 2 | 2 | | | | | | 1 | | | 1 | 2 | 1 |
| Newport | 86 | 34 | 39 | 4 | 1 | | 1 | | | | | | | 1 | 2 | 4 |
| Providence | 185 | 63 | 83 | 8 | 8 | | 1 | | | | 5 | | | | 7 | 10 |
| Washington | 119 | 36 | 57 | 4 | 14 | | | | | | 1 | | | 5 | | 2 |
| **State Tot** | **480** | **165** | **228** | **18** | **25** | | **2** | | | | **7** | | | **7** | **11** | **17** |
| **South Caro** | | | | | | | | | | | | | | | | |
| Abbeville | 21 | 7 | 11 | 2 | | | 1 | | | | | | | | | |
| Aiken | 85 | 21 | 46 | 5 | 2 | | 3 | | | | 2 | | | 1 | 2 | 3 |
| Allendale | 8 | 7 | 1 | | | | | | | | | | | 4 | | 1 |
| Anderson | 94 | 32 | 46 | 7 | 3 | | 1 | | | | | | | | | |
| Bamberg | 11 | 3 | 7 | 1 | | | | | | | | | | | 1 | |
| Barnwell | 16 | 9 | 5 | | | | 1 | | | | | | | 2 | | 1 |
| Beaufort | 96 | 22 | 47 | 13 | 8 | | 3 | | | | | | | | 1 | |
| Berkeley | 30 | 10 | 15 | 2 | 1 | | 1 | | | | | | | | | |
| Calhoun | 14 | 8 | 4 | 2 | | | | | | | | | | | | |
| Charleston | 207 | 54 | 104 | 8 | 4 | | 8 | | | 1 | | 1 | | 6 | 16 | 5 |
| Cherokee | 7 | 2 | 3 | | 1 | | | | | 1 | | | | | | 8 |
| Chester | 21 | 9 | 3 | 1 | | | | | | | | | | 1 | | |
| Chesterfie | 13 | 4 | 4 | 3 | 1 | | | | | | | | | 1 | | 6 |
| Clarendon | 26 | 8 | 7 | 2 | 2 | | | | | | | | | | | |
| Colleton | 20 | 6 | 13 | 1 | | | | | | | | | | | | |
| Darlington | 30 | 11 | 13 | 3 | | | 1 | | | | 2 | | | | | |
| Dillon | 20 | 14 | 5 | 1 | | | | | | | | | | | | |
| Dorchester | 71 | 24 | 28 | 7 | 4 | | | | | | | 1 | | 5 | | 2 |
| Edgefield | 8 | 2 | 4 | | 1 | | | | | | | | | 1 | | |
| Fairfield | 9 | 2 | 6 | 1 | | | | | | | | | | | | 2 |
| Florence | 76 | 22 | 36 | 8 | 4 | | 3 | 1 | | | | | | | | 1 |
| Georgetown | 22 | 6 | 11 | 2 | 1 | | | 1 | | | | | | | | |
| Greenville | 270 | 67 | 101 | 33 | 14 | | 16 | 1 | | | 8 | | | 4 | 1 | 25 |
| Greenwood | 45 | 13 | 22 | 6 | 1 | | 2 | | | | 1 | | | | | |
| Hampton | 10 | 6 | 4 | | | | | | | | | | | | | |
| Horry | 165 | 63 | 72 | 16 | 3 | | 3 | | | | 3 | | | 1 | | 4 |
| Jasper | 15 | 7 | 7 | | | | | | | | | | | | 1 | |
| Kershaw | 31 | 5 | 20 | 2 | 1 | | | | | | 1 | | | 1 | | 1 |
| Lancaster | 18 | 3 | 9 | | | | | | | | | | | 6 | | |
| Laurens | 27 | 11 | 16 | | | | | | | | | | | | | |
| Lee | 12 | 11 | 1 | | | | | | | | | | | | | |
| Lexington | 171 | 72 | 58 | 4 | 12 | | 12 | | | | 5 | | | 4 | 1 | 3 |
| Marion | 8 | 4 | 4 | | | | | | | | | | | 2 | | |
| Marlboro | 25 | 17 | 6 | | | | | | | | | | | | | |
| Mccormick | 1 | | 1 | | | | | | | | | | | 1 | | |
| Newberry | 17 | 7 | 9 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **South Caro** | | | | | | | | | | | | | | | | |
| Oconee | 62 | 24 | 30 | 4 | | 2 | | | | | | | | 1 | | 1 |
| Orangeburg | 35 | 13 | 13 | 2 | 2 | 1 | | | | | | | | 2 | 1 | 1 |
| Pickens | 53 | 15 | 24 | 8 | 1 | 1 | | | | 1 | | | | | | 3 |
| Richland | 176 | 45 | 86 | 16 | 8 | 6 | 1 | | | 3 | | | | 3 | 5 | 3 |
| Saluda | 30 | 6 | 4 | 1 | | | | | | | | | | 19 | | |
| Spartanbur | 114 | 29 | 47 | 14 | 8 | 6 | | | | 3 | | | | | | 7 |
| Sumter | 67 | 21 | 28 | 7 | 2 | 2 | | | | | | | | 5 | | 2 |
| Union | 9 | 3 | 5 | | 1 | | | | | | | | | | | |
| Williamsbu | 19 | 2 | 12 | 3 | 1 | | | | | | | | | | | 1 |
| York | 79 | 18 | 46 | 8 | 1 | | | | | | | | | 1 | | 5 |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **2385** | **745** | **1045** | **193** | **87** | **73** | **4** | | | **2** | **29** | **2** | | **71** | **29** | **85** |
| **South Dako** | | | | | | | | | | | | | | | | |
| Aurora | 8 | 6 | 2 | | | | | | | | | | | | | |
| Beadle | 39 | 16 | 16 | 3 | 2 | | | | | | 1 | | | | 1 | |
| Bennett | 16 | 8 | 7 | | | | | | | | | | | 1 | | |
| Bon Homme | 17 | 9 | 6 | | 1 | | | | | | | | | 1 | | 1 |
| Brookings | 39 | 21 | 14 | 2 | 1 | | | | | | | | | 1 | | |
| Brown | 84 | 29 | 42 | 3 | 4 | 3 | | | | | 1 | | | | 1 | 1 |
| Brule | 20 | 9 | 10 | 1 | | | | | | | | | | | | |
| Buffalo | 3 | 3 | | | | | | | | | | | | | | |
| Butte | 28 | 23 | 5 | | | | | | | | | | | | | |
| Campbell | 4 | 2 | 2 | | | | | | | | | | | | | |
| Charles Mi | 22 | 13 | 8 | 1 | | | | | | | | | | | | |
| Clark | 33 | 23 | 9 | 1 | | | | | | | | | | | | |
| Clay | 28 | 11 | 8 | 6 | 3 | | | | | | | | | | | |
| Codington | 23 | 11 | 5 | 2 | 4 | | | | | | | | | 1 | | |
| Corson | 16 | 11 | 5 | | | | | | | | | | | | | 2 |
| Custer | 22 | 7 | 11 | 2 | | | | | | | 1 | | | | | |
| Davison | 34 | 14 | 12 | 6 | 1 | | | | | | | | | | | |
| Day | 12 | 3 | 9 | | | | | | | | | | | | | |
| Deuel | 4 | 2 | 2 | | | | | | | | | | | | | |
| Dewey | 19 | 11 | 8 | | | | | | | | | | | | | |
| Douglas | 5 | 3 | 2 | | | | | | | | | | | | | |
| Edmunds | 15 | 10 | 5 | | | | | | | | | | | | | |
| Fall River | 22 | 11 | 11 | | | | | | | | | | | | | |
| Faulk | 18 | 11 | 5 | | | | | | | | | | | | | |
| Grant | 27 | 15 | 11 | | 1 | | | | | | | | | | 2 | |
| Gregory | 14 | 10 | 4 | | | | | | | | | | | | | |
| Haakon | 15 | 9 | 6 | | | | | | | | | | | | | |
| Hamlin | 7 | 4 | 3 | | | | | | | | | | | | | |
| Hand | 22 | 12 | 7 | 1 | | | | | | | | | | | | |
| Hanson | 1 | | 1 | | | | | | | | | | | 2 | | |
| Harding | 22 | 18 | 3 | 1 | | | | | | | | | | | | |
| Hughes | 123 | 60 | 47 | 6 | 8 | 1 | | | | | | | | 1 | | |
| Hutchinson | 12 | 8 | 4 | | | | | | | | | | | | | |
| Hyde | 3 | 2 | 1 | | | | | | | | | | | | | |
| Jackson | 8 | 6 | 2 | | | | | | | | | | | | | |
| Jerauld | 2 | | 2 | | | | | | | | | | | | | |
| Jones | 9 | 6 | 3 | | | | | | | | | | | | | |
| Kingsbury | 10 | 4 | 5 | | | | | | | | | | | | | |
| Lake | 25 | 14 | 10 | | 1 | | | | | | | | | 1 | | |
| Lawrence | 53 | 20 | 25 | 3 | 2 | | | | | | | | | | | 3 |
| Lincoln | 19 | 8 | 4 | 1 | | | | | | | | | | | | 6 |
| Lyman | 17 | 10 | 6 | 1 | | | | | | | | | | | | |
| Marshall | 13 | 7 | 6 | | | | | | | | | | | | | |
| Mccook | 5 | 2 | 3 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | | 3+ENG 13+ PLACE | | 2 ENGINE 1-12 PLACE | | 3+ENG 13+ PLACE | | | | |
| **South Dako** | | | | | | | | | | | | | | | | |
| Mcpherson | 7 | 3 | 4 | | | | | | | | | | | 1 | | 1 |
| Meade | 49 | 25 | 20 | 1 | 1 | | | | | | | | | | | |
| Mellette | 7 | 3 | 4 | | | | | | | | | | | | | |
| Miner | 8 | 5 | 3 | | | | | | | | | | | | | |
| Minnehaha | 196 | 61 | 79 | 20 | 10 | | 5 | | | | 1 | | | | | 20 |
| Moody | 3 | 1 | 2 | | | | | | | | | | | | | |
| Pennington | 147 | 58 | 67 | 10 | 5 | | 1 | | | | 1 | | | 3 | 1 | 1 |
| Perkins | 38 | 23 | 12 | 2 | | | | | | | | | | | | 1 |
| Potter | 25 | 16 | 7 | 2 | | | | | | | | | | | | |
| Roberts | 29 | 9 | 16 | 1 | 2 | | | | | | | | | 1 | | |
| Sanborn | 9 | 3 | 3 | 1 | 1 | | | | | | | | | 1 | | |
| Shannon | 3 | 2 | 1 | | | | | | | | | | | | | |
| Spink | 25 | 18 | 6 | 1 | | | | | | | | | | | | |
| Stanley | 9 | 6 | 3 | | | | | | | | | | | | | |
| Sully | 26 | 18 | 8 | | | | | | | | | | | | | |
| Todd | 3 | 1 | 1 | | 1 | | | | | | | | | 1 | | |
| Tripp | 16 | 12 | 3 | | | | | | | | | | | | | |
| Turner | 10 | 5 | 5 | | | | | | | | | | | | | 3 |
| Union | 15 | 6 | 5 | | | | 1 | | | | | | | 1 | | |
| Walworth | 23 | 11 | 11 | | | | | | | | | | | | | |
| Washabaugh | 3 | 3 | | | | | | | | | | | | 1 | | |
| Yankton | 29 | 11 | 13 | 4 | | | | | | | | | | | | |
| Ziebach | 5 | 4 | 1 | | | | | | | | | | | | | |
| **State Tot** | **1623** | **786** | **631** | **82** | **48** | | **11** | | | | **5** | | | **16** | **5** | **39** |
| **Tennessee** | | | | | | | | | | | | | | | | |
| Anderson | 57 | 22 | 32 | 3 | | | | | | | | | | 1 | | |
| Bedford | 36 | 15 | 16 | 2 | 1 | | 1 | | | | | | | | | |
| Benton | 10 | 5 | 3 | | 1 | | 1 | | | | | | | | | |
| Bledsoe | 2 | | 1 | 1 | | | | | | | | | | | | |
| Blount | 96 | 28 | 38 | 12 | 1 | | 2 | | | | | | | 9 | 4 | 2 |
| Bradley | 33 | 7 | 16 | 4 | | | | | | | 2 | | | 2 | 2 | |
| Campbell | 9 | 5 | 3 | 1 | | | | | | | | | | | | |
| Cannon | 7 | 5 | 2 | | | | | | | | | | | | | |
| Carroll | 11 | 5 | 5 | 1 | | | | | | | | | | | | |
| Carter | 54 | 13 | 34 | 3 | 1 | | 1 | | | | | | | | | 2 |
| Cheatham | 9 | 2 | 6 | | 1 | | | | | | | | | | | |
| Chester | 6 | 2 | 3 | 1 | | | | | | | | | | | | |
| Claiborne | 24 | 7 | 15 | | 1 | | | | | | | | | | | 1 |
| Cocke | 6 | 2 | 4 | | | | | | | | | | | | | |
| Coffee | 123 | 58 | 48 | 6 | 3 | | 2 | | | 1 | | | | | | 5 |
| Crockett | 3 | 2 | | | | | | | | | | | | 1 | | |
| Cumberland | 31 | 9 | 16 | 4 | | | | | | | 1 | | | | | 1 |
| Davidson | 448 | 120 | 161 | 56 | 31 | 1 | 24 | 1 | | | 12 | 2 | 1 | 12 | 12 | 15 |
| De Kalb | 8 | | 7 | 1 | | | | | | | | | | 1 | | |
| Decatur | 12 | 2 | 4 | 3 | | | 2 | | | | | | | | | |
| Dickson | 17 | 2 | 9 | 3 | 2 | | 1 | | | | | | | 1 | | 1 |
| Dyer | 38 | 16 | 14 | 2 | 3 | | 1 | | | | | | | | | |
| Fayette | 10 | 4 | 4 | 2 | | | | | | | | | | | | 1 |
| Fentress | 6 | 1 | 4 | | | | | | | | | | | | | 1 |
| Franklin | 50 | 24 | 19 | 5 | 1 | | | | | | | | | 1 | | 1 |
| Gibson | 23 | 9 | 10 | 2 | | | | | | | | | | | | |
| Giles | 11 | 5 | 6 | | | | | | | | | | | | | |
| Grainger | 4 | 2 | 2 | | | | | | | | 1 | | | 1 | | |
| Greene | 46 | 15 | 23 | 3 | 2 | | 1 | | | | | | | 1 | | |
| Grundy | 6 | 1 | 4 | | | | | | | | | | | 5 | | |
| Hamblen | 42 | 16 | 14 | 2 | 3 | | 2 | | | | | | | | | |
| Hamilton | 275 | 63 | 95 | 30 | 20 | | 20 | 1 | | | 10 | 4 | 1 | 10 | 5 | 16 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Tennessee** | | | | | | | | | | | | | | | | | | |
| Hancock | 2 | | 2 | | | | | | | | | | | | | | | |
| Hardeman | 88 | 50 | 28 | 9 | 1 | | | | | | | | | | | | | |
| Hardin | 16 | 5 | 7 | 1 | 1 | | | | | | | | | | | | | |
| Hawkins | 22 | 7 | 13 | | 1 | | | | | | | | | | | | | 2 |
| Haywood | 12 | 2 | 8 | 2 | | | | | | | | | | | | 1 | | |
| Henderson | 21 | 10 | 8 | 1 | 1 | | | | | | | | | | | | | |
| Henry | 27 | 10 | 11 | 1 | 3 | | | | | | | | | | | 1 | | |
| Hickman | 8 | 3 | 3 | | | | 1 | | | | | | | | | 1 | | |
| Houston | 2 | 1 | 1 | | | | 1 | | | | | | | | | 1 | | |
| Humphreys | 14 | 8 | 5 | | 1 | | | | | | | | | | | | | |
| Jackson | 5 | 3 | 1 | 1 | | | | | | | | | | | | | | |
| Jefferson | 20 | 10 | 6 | 2 | 1 | | | | | | | | | | | | | |
| Johnson | 10 | 2 | 7 | | | | | | | | | | | | | 1 | | |
| Knox | 288 | 81 | 124 | 41 | 14 | | 12 | 1 | | | 3 | | | | | 1 | | |
| Lake | 8 | 7 | 1 | | | | | | | | | | | | | 1 | 4 | 7 |
| Lauderdale | 14 | 5 | 6 | 2 | | | 1 | | | | | | | | | | | |
| Lawrence | 21 | 5 | 15 | 1 | | | | | | | | | | | | | | |
| Lewis | 8 | 5 | 3 | | | | | | | | | | | | | | | |
| Lincoln | 22 | 4 | 14 | 2 | 1 | | 1 | | | | | | | | | | | |
| Loudon | 19 | 3 | 13 | 2 | | | | | | | | | | | | 1 | | |
| Macon | 10 | 3 | 5 | 2 | | | | | | | | | | | | | | |
| Madison | 68 | 24 | 31 | 3 | 6 | | 3 | | | | | | | | | | | 1 |
| Marion | 23 | 13 | 7 | 1 | | | | | | | | | | | | | | 2 |
| Marshall | 16 | 5 | 7 | 3 | | | 1 | | | | | | | | | | | |
| Maury | 38 | 18 | 15 | 2 | 1 | | 1 | | | | | | | | | | | 1 |
| Mcminn | 36 | 25 | 7 | 1 | | | 2 | | | | | | | | | | | 1 |
| Mcnairy | 16 | 5 | 5 | 1 | 1 | | 2 | | | | 1 | | | | | | | 1 |
| Meigs | 2 | | 2 | | | | | | | | | | | | | | | |
| Monroe | 29 | 13 | 14 | 1 | | | | | | | | | | | | 1 | | |
| Montgomery | 61 | 19 | 28 | 5 | 5 | | | | | | 1 | | | | | 3 | | |
| Moore | 1 | 1 | | | | | | | | | | | | | | | | |
| Morgan | 1 | | | | | | | | | | | | | | | 1 | | |
| Obion | 27 | 11 | 12 | 1 | 1 | | 2 | | | | | | | | | | | |
| Overton | 5 | | 3 | 1 | 1 | | | | | | | | | | | | | |
| Pickett | 2 | 1 | 1 | | | | | | | | | | | | | | | |
| Polk | 12 | 7 | 3 | 1 | | | | | | | | | | | | 1 | | |
| Putnam | 39 | 13 | 23 | | 2 | | 1 | | | | | | | | | | | |
| Rhea | 17 | 3 | 11 | 1 | | | 2 | | | | | | | | | | | |
| Roane | 23 | 9 | 13 | 1 | | | | | | | | | | | | | | |
| Robertson | 43 | 25 | 12 | 5 | | | | | | | | | | | | | | 1 |
| Rutherford | 129 | 45 | 49 | 9 | 5 | | 6 | | | | 1 | | | | | 2 | 1 | 11 |
| Scott | 7 | 2 | 3 | | | | 1 | | | | | | 1 | | | | | |
| Sequatchie | 8 | 4 | 3 | | | | | | | | | | | | | | | 1 |
| Sevier | 42 | 6 | 18 | 4 | 5 | | 2 | | | | 1 | | | | | 3 | 1 | 2 |
| Shelby | 828 | 181 | 395 | 61 | 32 | 38 | 32 | 12 | | | 10 | 5 | 2 | | | 8 | 11 | 41 |
| Smith | 2 | | 2 | | | | | | | | | | | | | | | |
| Stewart | 1 | | 1 | | | | | | | | | | | | | | | |
| Sullivan | 122 | 29 | 47 | 7 | 4 | | 4 | | | | 3 | | | | | 4 | 17 | 7 |
| Sumner | 72 | 19 | 38 | 4 | 2 | | 2 | | | | | | | | | 1 | 1 | 5 |
| Tipton | 31 | 12 | 17 | 1 | 1 | | | | | | | | | | | | | |
| Trousdale | 2 | 1 | | 1 | | | | | | | | | | | | | | |
| Unicoi | 2 | | 2 | | | | | | | | | | | | | | | |
| Union | 7 | 2 | 5 | | | | | | | | | | | | | | | |
| Warren | 31 | 10 | 17 | 2 | 2 | | | | | | | | | | | | | |
| Washington | 65 | 24 | 25 | 4 | 1 | | 2 | | | | | | | | | 3 | | 6 |
| Wayne | 1 | 1 | | | | | | | | | | | | | | | | |
| Weakley | 8 | 5 | 2 | | | | 1 | | | | | | | | | | | |
| White | 17 | 5 | 9 | 2 | 1 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Tennessee** | | | | | | | | | | | | | | | | |
| Williamson | 83 | 24 | 29 | 10 | 1 | | 3 | | | 1 | 1 | | | 1 | 13 | |
| Wilson | 54 | 21 | 28 | 4 | | | | | | | 1 | | | | | |
| Unknown | 1 | | | | 1 | | | | | | | | | | | |
| **State Tot** | **4122** | **1274** | **1783** | **350** | **187** | **39** | **141** | **15** | | **2** | **48** | **11** | **5** | **80** | **59** | **148** |
| **Texas** | | | | | | | | | | | | | | | | |
| Anderson | 35 | 8 | 21 | 2 | | | 2 | | | | | | | | 1 | 1 |
| Andrews | 27 | 8 | 11 | 1 | 4 | | 2 | | | | 1 | | | | | |
| Angelina | 66 | 15 | 35 | 8 | | | 3 | 1 | | | 1 | | 1 | 1 | 1 | |
| Aransas | 27 | 7 | 14 | 2 | 3 | | | | | | | | | 1 | | |
| Archer | 8 | 5 | 2 | | 1 | | | | | | | | | | | |
| Armstrong | 15 | 7 | 3 | | 4 | | | | | | 1 | | | | | |
| Atascosa | 41 | 17 | 16 | 3 | | | | | | | | | | 4 | 1 | |
| Austin | 32 | 9 | 15 | 1 | 2 | | 2 | | | | | | | 1 | | 2 |
| Bailey | 29 | 13 | 11 | 3 | | | | | | | | | | 2 | | |
| Bandera | 43 | 17 | 21 | | | | | | | | 2 | | | 2 | | 1 |
| Bastrop | 38 | 15 | 18 | 2 | 2 | | | | | | | | | | | 1 |
| Baylor | 34 | 5 | 16 | 3 | 1 | | | | | | | | | 2 | | 7 |
| Bee | 43 | 21 | 16 | 2 | 1 | | 1 | | | | 1 | | | 1 | | |
| Bell | 143 | 58 | 58 | 6 | 7 | 2 | 3 | | | | 1 | | | 4 | 2 | 2 |
| Bexar | 870 | 285 | 384 | 69 | 35 | 1 | 16 | 1 | | 1 | 15 | 4 | 1 | 24 | 7 | 27 |
| Blanco | 24 | 16 | 5 | 2 | | | | | | | | | | | | 1 |
| Borden | 1 | 1 | | | | | | | | | | | | | | |
| Bosque | 31 | 13 | 15 | 3 | | | | | | | | | | | | |
| Bowie | 135 | 47 | 50 | 13 | 17 | | 3 | | | | | | | 4 | 1 | |
| Brazoria | 283 | 125 | 100 | 23 | 9 | 1 | 5 | | | | 4 | | | 7 | 7 | 2 |
| Brazos | 146 | 55 | 62 | 5 | 4 | | 5 | | | | | 1 | | 7 | 1 | 6 |
| Brewster | 43 | 7 | 28 | 5 | 2 | | | | | | 1 | | | | | |
| Briscoe | 7 | 3 | 4 | | | | | | | | | | | | | |
| Brooks | 8 | | 2 | | 2 | | | | | | | | | 4 | | |
| Brown | 50 | 28 | 15 | | 5 | | | | | | | | | 2 | | |
| Burleson | 24 | 9 | 14 | | 1 | | | | | | | | | | | |
| Burnet | 47 | 11 | 22 | 6 | 1 | | 2 | 2 | | | | | | 1 | | 2 |
| Caldwell | 54 | 15 | 31 | 5 | 2 | | | | | | | | | 1 | | |
| Calhoun | 64 | 15 | 13 | 1 | | | | | | | | | | 3 | 32 | |
| Callahan | 6 | 1 | 3 | 2 | | | | | | | | | | | | |
| Cameron | 439 | 196 | 103 | 66 | 57 | 6 | | | | | 1 | | | 5 | | 5 |
| Camp | 9 | 2 | 5 | | | | | 1 | | | | | | | 1 | |
| Carson | 19 | 10 | 9 | | | | | | | | | | | | | |
| Cass | 40 | 21 | 13 | 6 | | | | | | | | | | | | |
| Castro | 27 | 14 | 9 | 3 | 1 | | | | | | | | | | | |
| Chambers | 36 | 23 | 10 | 1 | 1 | | | | | | | | | | 1 | |
| Cherokee | 36 | 15 | 17 | 2 | | | 1 | | | | 1 | | | | | |
| Childress | 12 | 5 | 5 | 1 | 1 | | | | | | | | | | | |
| Clay | 18 | 8 | 9 | 1 | | | | | | | | | | | | |
| Cochran | 17 | 9 | 6 | 1 | 1 | | | | | | | | | | | |
| Coke | 3 | | 2 | | | | | | | | | | | | 1 | |
| Coleman | 29 | 15 | 13 | | | | | | | | | | | 1 | | |
| Collin | 350 | 122 | 171 | 23 | 5 | | 2 | 1 | | | 1 | | | 4 | 2 | 19 |
| Collingswo | 11 | 7 | 4 | | | | | | | | | | | | | |
| Colorado | 37 | 18 | 14 | 2 | 3 | | | | | | | | | | | |
| Comal | 33 | 13 | 16 | 2 | 2 | | | | | | | | | | | |
| Comanche | 20 | 14 | 6 | | | | | | | | | | | | | |
| Concho | 3 | 1 | | 1 | | | | | | | | | | 1 | | |
| Cooke | 47 | 23 | 20 | 2 | 1 | | | | | | | | | | | 1 |
| Coryell | 38 | 14 | 18 | 1 | 3 | | | | | | | | | | | 2 |
| Cottle | 10 | 8 | 2 | | | | | | | | | | | | | |
| Crane | 6 | 1 | 4 | 1 | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
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FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Texas** | | | | | | | | | | | | | | | | |
| Crockett | 38 | 12 | 22 | 2 | | | | | | | 1 | | | 1 | | |
| Crosby | 26 | 13 | 12 | | | | | | | | | | | | | 1 |
| Culberson | 8 | | 8 | | | | | | | | | | | | | |
| Dallam | 63 | 29 | 27 | 5 | 2 | | | | | | | | | | | |
| Dallas | 2459 | 653 | 1006 | 207 | 142 | | 2 | 77 | 28 | | 4 | 103 | 26 | 13 | 31 | 80 | 87 |
| Dawson | 52 | 22 | 23 | 3 | 3 | | | | | | | | | | | 1 | |
| De Witt | 9 | 6 | 3 | | | | | | | | | | | | | | |
| Deaf Smith | 44 | 22 | 17 | 3 | | | | | | | | | | | | | 2 |
| Delta | 14 | 7 | 7 | | | | | | | | | | | | | | |
| Denton | 429 | 186 | 175 | 31 | 13 | | | 1 | | | 1 | 1 | | | 9 | 6 | 6 |
| Dickens | 5 | 4 | | | | | | | | | | | | | 1 | | |
| Dimmit | 13 | 2 | 9 | 1 | | | | 1 | | | | | | | | | |
| Donley | 12 | 4 | 7 | | | | | 1 | | | | | | | | | |
| Duval | 13 | 4 | 8 | | 1 | | | | | | | | | | | | 3 |
| Eastland | 44 | 17 | 20 | 4 | | | | | | | | | | | | | 8 |
| Ector | 168 | 41 | 96 | 8 | 8 | | | 4 | | | | 2 | | | 1 | | 1 |
| Edwards | 7 | 1 | 4 | | 1 | | | | | | | | | | | | |
| El Paso | 473 | 147 | 201 | 35 | 22 | | | 8 | 2 | | | 8 | 1 | 1 | 5 | 19 | 24 |
| Ellis | 112 | 39 | 54 | 7 | | | | 1 | | | | | | | | 1 | 10 |
| Erath | 53 | 20 | 27 | 5 | | | | | | | | | | | | | 1 |
| Falls | 11 | 5 | 4 | 1 | 1 | | | | | | | | | | | | |
| Fannin | 43 | 22 | 20 | | | | | | | | | | | | | | 1 |
| Fayette | 21 | 7 | 12 | | | | | 1 | | | | | | | 1 | | |
| Fisher | 13 | 8 | 3 | 2 | | | | | | | | | | | | | |
| Floyd | 22 | 11 | 10 | 1 | | | | | | | | | | | | | |
| Fort Bend | 132 | 35 | 64 | 9 | 8 | | | 1 | | | | | | | 5 | 2 | 8 |
| Franklin | 15 | 7 | 7 | 1 | | | | | | | | | | | | | |
| Freestone | 8 | 2 | 5 | 1 | | | | | | | | | | | | | |
| Frio | 18 | 7 | 5 | 4 | | | | | | | | | | | | | |
| Gaines | 34 | 12 | 16 | 2 | 1 | | | | | | | | | | 2 | | |
| Galveston | 250 | 86 | 124 | 15 | 11 | | | 1 | 2 | | | 1 | | | 2 | | 1 |
| Garza | 14 | 6 | 5 | 1 | | | | 1 | | | | | | | 7 | | 3 |
| Gillespie | 24 | 3 | 14 | 3 | 1 | | | | | | | | | | | 1 | |
| Glasscock | 10 | 5 | 5 | | | | | | | | | | | | 2 | | 1 |
| Goliad | 6 | 2 | 3 | | | | | | | | | | | | | | |
| Gonzales | 11 | 2 | 7 | 2 | | | | | | | | | | | | 1 | |
| Gray | 42 | 13 | 23 | 3 | | | | 3 | | | | | | | | | |
| Grayson | 141 | 71 | 51 | 9 | 2 | 1 | | 1 | 1 | | | | | | 2 | | 3 |
| Gregg | 165 | 55 | 68 | 12 | 2 | | | 7 | 1 | | 1 | 2 | | | 6 | | 11 |
| Grimes | 22 | 6 | 14 | 1 | | | | 1 | | | | | | | | | |
| Guadalupe | 69 | 37 | 21 | 8 | 1 | | 1 | | | | | | | | | | 1 |
| Hale | 105 | 41 | 53 | 6 | 2 | | 1 | | | | | | | | | | 2 |
| Hall | 4 | 1 | 3 | | | | | | | | | | | | | | |
| Hamilton | 29 | 9 | 14 | 5 | | | | | | | | | | | 1 | | |
| Hansford | 44 | 16 | 22 | 3 | 1 | | | 1 | | | | | | | | | 1 |
| Hardeman | 29 | 18 | 10 | | | | | | | | | | 1 | | | | |
| Hardin | 27 | 8 | 14 | 2 | 1 | | | 1 | | | | | | | 1 | | |
| Harris | 2314 | 651 | 928 | 171 | 111 | 3 | | 72 | 11 | 1 | 2 | 80 | 40 | 7 | 48 | 82 | 107 |
| Harrison | 55 | 21 | 20 | 5 | 2 | | 1 | 3 | | | | 1 | | | 1 | | 1 |
| Hartley | 1 | | 1 | | | | | | | | | | | | | | |
| Haskell | 22 | 6 | 14 | 1 | | | | | | | | | | | | | 1 |
| Hays | 84 | 30 | 32 | 6 | 4 | | | | | | | 1 | 1 | | 2 | 3 | 5 |
| Hemphill | 17 | 2 | 10 | 4 | | | | | | | | | | | | 1 | |
| Henderson | 58 | 24 | 26 | 4 | 1 | | | 1 | | | | 1 | | | 1 | | |
| Hidalgo | 439 | 128 | 154 | 57 | 70 | 1 | | 11 | | 1 | 1 | 11 | | 1 | 1 | 2 | 1 |
| Hill | 42 | 20 | 20 | 1 | 1 | | | | | | | | | | | | |
| Hockley | 42 | 21 | 17 | 4 | | | | | | | | | | | | | |
| Hood | 59 | 20 | 33 | 3 | 1 | | | | | | | | | | 1 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Texas** | | | | | | | | | | | | | | | | |
| Hopkins | 28 | 10 | 15 | 3 | | | | | | | | | | | | 1 |
| Houston | 30 | 14 | 14 | 1 | | | | | | | | | | | | |
| Howard | 73 | 25 | 26 | 4 | 11 | | 1 | | | | 2 | | | 4 | | |
| Hudspeth | 10 | 7 | 3 | | | | | | | | | | | | | |
| Hunt | 78 | 28 | 37 | 4 | 1 | 1 | | | | | 1 | | | 1 | | 5 |
| Hutchinson | 28 | 8 | 16 | 2 | 1 | | | | | | | | | 1 | | |
| Irion | 6 | 2 | 2 | | | | | | | | | | | 2 | | |
| Jack | 7 | 4 | 3 | | | | | | | | | | | | | |
| Jackson | 22 | 14 | 8 | | | | | | | | | | | | | |
| Jasper | 23 | 4 | 16 | 1 | | | 1 | | | | | | | 1 | | |
| Jeff Davis | 13 | | 10 | 2 | | | | | | | | | | | | 1 |
| Jefferson | 175 | 65 | 80 | 14 | 5 | | 1 | | | | 1 | | | 1 | 5 | 3 |
| Jim Hogg | 7 | 1 | 1 | | | | 1 | | | | 1 | | | | 1 | 2 |
| Jim Wells | 51 | 8 | 19 | 1 | 2 | | | | | | | | | 21 | | |
| Johnson | 144 | 64 | 51 | 10 | 5 | | 2 | | | | 2 | | | 7 | 1 | 2 |
| Jones | 42 | 16 | 23 | 3 | | | | | | | | | | | | |
| Karnes | 21 | 7 | 13 | 1 | | | | | | | | | | 3 | | 1 |
| Kaufman | 84 | 36 | 32 | 4 | 7 | | 1 | | | | | | | | | 2 |
| Kendall | 57 | 20 | 29 | 2 | 1 | | 2 | | | | 1 | | | | | |
| Kenedy | 1 | | 1 | | | | | | | | | | | | | |
| Kent | 5 | 4 | 1 | | | | | | | | | | | 1 | | 4 |
| Kerr | 86 | 21 | 49 | 6 | 2 | 1 | 2 | | | | | | | | | |
| Kimble | 16 | 4 | 7 | 3 | 2 | | | | | | | | | | | |
| King | 1 | | | 1 | | | | | | | | | | 4 | | |
| Kinney | 9 | 2 | 2 | 1 | | | | | | | | | | 1 | | 2 |
| Kleberg | 29 | 15 | 8 | 1 | 1 | | | | | | 1 | | | | | |
| Knox | 7 | 6 | 1 | | | | | | | | | | | 3 | | |
| La Salle | 11 | 2 | 3 | 1 | 1 | | 1 | | | | | | | 1 | | 1 |
| Lamar | 61 | 31 | 24 | 2 | 1 | | | | | 1 | | | | | | 2 |
| Lamb | 43 | 18 | 16 | 6 | 1 | | | | | | 1 | | | | | |
| Lampasas | 36 | 9 | 24 | 2 | | | | | | | | | | 1 | | |
| Lavaca | 19 | 7 | 10 | 1 | | | | | | | | | | 1 | | |
| Lee | 10 | 2 | 7 | | | | | | | | | 1 | | | | |
| Leon | 29 | 7 | 20 | 1 | | | | | | | | | | 2 | | |
| Liberty | 46 | 29 | 13 | 1 | 1 | | | | | | | | | | | |
| Limestone | 17 | 3 | 9 | | | | 2 | 1 | 2 | | | | | | | |
| Lipscomb | 20 | 8 | 12 | | | | | | | | | | | | | |
| Live Oak | 9 | 2 | 3 | 1 | 2 | | 1 | | | | | | | 1 | | 1 |
| Llano | 44 | 18 | 19 | 2 | 2 | | 1 | | | | | | | 1 | | 30 |
| Lubbock | 270 | 56 | 125 | 30 | 19 | | 4 | | | 1 | 4 | | | 1 | | |
| Lynn | 15 | 6 | 8 | | | | | | | | | | | | | |
| Madison | 8 | 4 | 4 | | | | | | | | | | | | | |
| Marion | 8 | 6 | 1 | 1 | | | | | | | | | | | 1 | |
| Martin | 14 | 3 | 9 | 1 | | | | | | | | | | 2 | | |
| Mason | 16 | 6 | 7 | 1 | | | | | | | | | | 2 | | |
| Matagorda | 68 | 28 | 34 | 3 | | | 1 | | | | | | | 1 | | |
| Maverick | 24 | 3 | 16 | 1 | 2 | | | | | | 1 | | | 3 | | |
| Mcculloch | 18 | 2 | 10 | 1 | 2 | | | | | | | | | | | |
| Mclennan | 227 | 92 | 82 | 18 | 12 | | 7 | | | 1 | 2 | 1 | | 7 | | 5 |
| Mcmullen | 8 | 1 | 4 | | | | 1 | | | | | | | | 2 | |
| Medina | 43 | 16 | 23 | 3 | 1 | | | | | | | | | | | |
| Menard | 6 | 3 | 3 | | | | | | | | | | | | | |
| Midland | 301 | 68 | 145 | 27 | 14 | | 12 | | | | 14 | | 1 | 5 | 2 | 13 |
| Milam | 22 | 12 | 9 | | | | 1 | | | | | | | | | |
| Mills | 5 | 1 | 4 | | | | | | | | | | | | | |
| Mitchell | 10 | 3 | 7 | | | | | | | | | | | | | |
| Montague | 24 | 9 | 13 | 1 | 1 | | | | | | | | | | | |
| Montgomery | 199 | 55 | 83 | 14 | 12 | | 22 | | | | 3 | | | 7 | 1 | 2 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Texas** | | | | | | | | | | | | | | | | |
| Moore | 32 | 17 | 11 | 2 | | | 1 | | | | | | | | 1 | |
| Morris | 9 | 3 | 5 | | | | 1 | | | | | | | | | |
| Motley | 4 | | 3 | 1 | | | | | | | | | | | | |
| Nacogdoche | 50 | 23 | 20 | 2 | 1 | | 1 | | | | | | | 2 | | 1 |
| Navarro | 53 | 23 | 22 | 4 | 2 | | | | | | | | | | 2 | |
| Newton | 7 | 2 | 4 | 1 | | | | | | | | | | | | |
| Nolan | 27 | 10 | 14 | 1 | 1 | | 1 | | | | | | | | | |
| Nueces | 197 | 52 | 82 | 22 | 13 | 1 | 2 | 7 | | | 4 | | | 6 | 4 | 4 |
| Ochiltree | 38 | 7 | 28 | 2 | | | | 1 | | | | | | | | |
| Oldham | 25 | 16 | 8 | 1 | | | | | | | | | | | | |
| Orange | 54 | 23 | 25 | 4 | | | | | | | | | | 1 | | 1 |
| Palo Pinto | 79 | 23 | 29 | 6 | | | 2 | | | | 1 | | | 15 | 1 | 2 |
| Panola | 14 | 6 | 5 | 2 | 1 | | | | | | | | | | | |
| Parker | 135 | 51 | 66 | 7 | 1 | | 1 | | | | | | | 7 | 1 | 1 |
| Parmer | 39 | 26 | 8 | 3 | | | | | | | | | | 2 | | |
| Pecos | 65 | 24 | 26 | 3 | 5 | | 2 | | | | 1 | | | | 1 | 3 |
| Polk | 25 | 14 | 10 | 1 | | | | | | | | | | | | |
| Potter | 241 | 67 | 129 | 9 | 9 | | 4 | | | | 5 | | | 2 | 5 | 11 |
| Presidio | 18 | 7 | 11 | | | | | | | | | | | | | |
| Rains | 3 | | 2 | 1 | | | | | | | | | | | | |
| Randall | 42 | 16 | 17 | 1 | 1 | | 1 | | | | 1 | | 1 | 2 | | 2 |
| Reagan | 13 | 7 | 6 | | | | | | | | | | | | | |
| Real | 13 | 4 | 6 | | 2 | | | | | | 1 | | | | | |
| Red River | 34 | 19 | 14 | 1 | | | | | | | | | | | | |
| Reeves | 63 | 42 | 19 | 1 | 1 | | | | | | | | | | | |
| Refugio | 31 | 16 | 5 | | 2 | | | | | | | | | | | 8 |
| Roberts | 4 | | 4 | | | | | | | | | | | | | |
| Robertson | 27 | 16 | 6 | 2 | 1 | | | | | | | | | | 1 | 1 |
| Rockwall | 56 | 16 | 32 | 4 | 2 | | | | | | | | | | | 2 |
| Runnels | 26 | 16 | 9 | | | | | | | | | | | 1 | | |
| Rusk | 30 | 12 | 13 | 2 | 2 | | 1 | | | | | | | | | |
| Sabine | 10 | | 8 | | | | | | | | 1 | | | | | 1 |
| San August | 8 | | 6 | | 1 | | 1 | | | | | | | | | |
| San Jacint | 6 | 3 | 2 | 1 | | | | | | | | | | | | |
| San Patric | 58 | 15 | 35 | 5 | | | | | | | | | | 2 | 1 | |
| San Saba | 7 | 4 | 3 | | | | | | | | | | | | | |
| Schleicher | 5 | 3 | 2 | | | | | | | | | | | | | |
| Scurry | 50 | 15 | 23 | 5 | 2 | | 2 | | | 1 | 1 | | | 1 | | |
| Shackelfor | 10 | 1 | 7 | | | | 1 | | | | | | | | | 1 |
| Shelby | 23 | 6 | 12 | 4 | | | | | | | | | | 1 | | |
| Sherman | 16 | 6 | 10 | | | | | | | | | | | | | |
| Smith | 165 | 28 | 82 | 25 | 6 | | 14 | 1 | | | 2 | 1 | | | | 6 |
| Somervell | 12 | 6 | 4 | 1 | | | | | | | | | | | | 1 |
| Starr | 9 | 2 | 2 | 1 | 2 | | 1 | | | | | | | 1 | | |
| Stephens | 35 | 19 | 8 | 5 | | | 1 | | | | 1 | | | 1 | | |
| Sterling | 4 | | 1 | | | | | | | | | | | 3 | | |
| Stonewall | 5 | 4 | | 1 | | | | | | | | | | | | |
| Sutton | 19 | 4 | 6 | 1 | 2 | | 1 | | | | 1 | | | 4 | | |
| Swisher | 47 | 26 | 18 | | | | 2 | | | | 1 | | | | | |
| Tarrant | 1747 | 576 | 769 | 124 | 48 | 1 | 32 | 3 | | | 28 | 5 | 2 | 26 | 75 | 58 |
| Taylor | 185 | 46 | 99 | 21 | 10 | | 3 | 2 | | | 2 | | | | | 2 |
| Terrell | 6 | 1 | 4 | | | | | | | | | | | | 1 | |
| Terry | 28 | 16 | 7 | 1 | 2 | | 1 | | | | | | | | | 1 |
| Throckmort | 4 | | 2 | 1 | | | | | | | | | | 1 | | |
| Titus | 28 | 10 | 13 | 2 | 1 | | | | | | | | | 2 | | |
| Tom Green | 176 | 46 | 91 | 11 | 7 | | 1 | 2 | | | 3 | 3 | | 7 | | 5 |
| Travis | 623 | 153 | 300 | 52 | 23 | | 27 | 4 | | | 3 | 1 | | 12 | 9 | 39 |
| Trinity | 4 | 2 | 2 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Texas** | | | | | | | | | | | | | | | | |
| Tyler | 9 | 3 | 6 | | | | | | | | | | | 1 | | 1 |
| Upshur | 23 | 5 | 16 | | | | | | | | | | | 1 | | |
| Upton | 12 | 4 | 7 | | | | | | | | | | | 6 | | 2 |
| Uvalde | 73 | 34 | 25 | 3 | 2 | | 1 | | | | | | | 2 | | 1 |
| Val Verde | 110 | 13 | 75 | 3 | 13 | | 1 | | | | 2 | | | 6 | | |
| Van Zandt | 31 | 13 | 10 | 2 | | | | | | | | | | 2 | 4 | 7 |
| Victoria | 115 | 40 | 47 | 4 | 6 | | 3 | 1 | | | | 1 | | 1 | | |
| Walker | 34 | 12 | 15 | 2 | 4 | | | | | | | | | 1 | | |
| Waller | 63 | 30 | 27 | 4 | | | 1 | | | | | | | | | 1 |
| Ward | 37 | 5 | 24 | 6 | 1 | | | | | | 1 | | | | | |
| Washington | 23 | 13 | 7 | 2 | | | | | | | 5 | | 1 | 2 | 1 | |
| Webb | 74 | 17 | 20 | 9 | 10 | 4 | 5 | | | | | | | 4 | 1 | |
| Wharton | 122 | 85 | 24 | 6 | | | 2 | | | | | | | | | |
| Wheeler | 7 | 2 | 4 | 1 | | | | | | | | | | 6 | 2 | 2 |
| Wichita | 199 | 54 | 90 | 19 | 16 | | 9 | | | | 1 | | | | 1 | |
| Wilbarger | 61 | 33 | 21 | 2 | 1 | | 2 | | | | 1 | | | | | |
| Willacy | 37 | 27 | 8 | 2 | | | | | | | | | | 1 | 1 | 13 |
| Williamson | 172 | 71 | 72 | 10 | 1 | | 3 | | | | 1 | | | | | 2 |
| Wilson | 34 | 17 | 10 | 2 | 2 | | | | | | | | | | | |
| Winkler | 20 | 2 | 11 | 2 | 4 | | 1 | | | | | | | | | 1 |
| Wise | 60 | 19 | 32 | 6 | 2 | | | | | | | | | | 1 | |
| Wood | 41 | 16 | 22 | 2 | | | | | | | | | | | | 1 |
| Yoakum | 25 | 10 | 13 | 1 | | | | | | | | | | 2 | | |
| Young | 46 | 14 | 21 | 2 | 5 | 1 | 1 | | | | | | | 1 | | |
| Zapata | 3 | | 2 | | | | | | | | | | | 1 | | |
| Zavala | 19 | 10 | 6 | 2 | | | | | | | | | | | | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | |
| Unknown | 1 | 1 | | | | | | | | | | | | | | |
| Unknown | 2 | | | 1 | | | | 1 | | | | | | | | |
| Unknown | 2 | | 1 | | 1 | | | | | | | | | | | |
| Unknown | 4 | | 4 | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | |
| **State Tot** | **20988** | **7018** | **9030** | **1557** | **916** | **19** | **12** | **448** | **66** | **4** | **14** | **343** | **86** | **30** | **434** | **383** | **628** |
| **Utah** | | | | | | | | | | | | | | | | |
| Beaver | 11 | 2 | 4 | 1 | | | 1 | | | | | | | 3 | | |
| Box Elder | 75 | 36 | 32 | | 1 | | | | | | | 3 | | 3 | | |
| Cache | 61 | 15 | 37 | 2 | | | 2 | | | | | | | 2 | 2 | 1 |
| Carbon | 18 | 6 | 12 | | | | | | | | | | | | | |
| Daggett | 2 | | 2 | | | | | | | | | | | | | |
| Davis | 167 | 56 | 94 | 2 | 2 | | | 2 | | | | | | 3 | 4 | 4 |
| Duchesne | 32 | 11 | 16 | 2 | | | | | | | | | | 2 | 1 | |
| Emery | 21 | 3 | 18 | | | | | | | | | | | | | |
| Garfield | 8 | 3 | 5 | | | | | | | | | | | | | |
| Grand | 12 | 5 | 6 | 1 | | | | | | | | | | | | |
| Iron | 43 | 14 | 22 | 3 | 2 | | | | | | | | | 1 | | 1 |
| Juab | 10 | 2 | 7 | 1 | | | | | | | | | | | | |
| Kane | 16 | 6 | 7 | 3 | | | | | | | | | | | | |
| Millard | 19 | 6 | 12 | 1 | | | | | | | | | | | | |
| Morgan | 16 | 7 | 7 | 1 | | | | | | | | | | | | 1 |
| Piute | 1 | | 1 | | | | | | | | | | | | | |
| Rich | 5 | 2 | 3 | | | | | | | | | | | | | |
| Salt Lake | 672 | 136 | 311 | 55 | 27 | | 25 | 2 | | 1 | 28 | 14 | 6 | 13 | 26 | 28 |
| San Juan | 25 | 5 | 17 | | 1 | | | | | | | | | 1 | | 1 |
| San Pete | 12 | 4 | 6 | 1 | | | | | | | | | | | | 1 |
| Sevier | 16 | 4 | 11 | 1 | | | | | | | | | | | | |
| Summit | 44 | 7 | 15 | 5 | 1 | | | | | | 1 | | | 2 | | 13 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **Utah** | | | | | | | | | | | | | | | | |
| Tooele | 26 | 10 | 12 | 2 | | | | | | | | | | 1 | 1 | |
| Uintah | 37 | 12 | 23 | 2 | | | | | | | | | | | | |
| Utah | 188 | 41 | 67 | 11 | 8 | | 5 | | | | | | | 6 | 36 | 14 |
| Wasatch | 19 | 8 | 6 | | | | | | | | | | | 1 | | 4 |
| Washington | 87 | 30 | 50 | 4 | 3 | | | | | | | | | | | |
| Wayne | 3 | 1 | 2 | | | | | | | | | | | | | |
| Weber | 139 | 48 | 68 | 7 | 6 | | | | 1 | 2 | 1 | | | 1 | | 5 |
| **State Tot** | **1785** | **480** | **873** | **105** | **51** | | **33** | **4** | **1** | **3** | **33** | **14** | **6** | **39** | **70** | **73** |
| **Vermont** | | | | | | | | | | | | | | | | |
| Addison | 55 | 20 | 27 | 4 | 2 | | 1 | | | | | | | | | 1 |
| Bennington | 60 | 28 | 21 | 2 | 5 | | | | | | | | | 1 | 1 | 2 |
| Caledonia | 21 | 9 | 11 | 1 | | | | | | | | | | | | |
| Chittenden | 183 | 59 | 75 | 15 | 3 | 1 | 7 | | | 1 | | 1 | | 3 | 3 | 15 |
| Essex | 5 | 2 | 2 | | 1 | | | | | | | | | | | |
| Franklin | 38 | 21 | 15 | | 1 | | | | | | | | | 1 | | |
| Grand Isle | 17 | 11 | 6 | | | | | | | | | | | | | |
| Lamoille | 36 | 11 | 14 | | 1 | | | | | | | 1 | | 1 | 1 | 7 |
| Orange | 14 | 4 | 8 | 1 | | | | | | | | | | | | 1 |
| Orleans | 19 | 12 | 6 | | | | | | | | | | | | | 1 |
| Rutland | 50 | 18 | 26 | 2 | 1 | | | | | | | | | | 1 | 2 |
| Washington | 83 | 28 | 37 | 6 | | | 1 | | | | | | | 1 | | 10 |
| Windham | 58 | 14 | 35 | 4 | 1 | | | | | | 1 | | | 2 | 1 | |
| Windsor | 67 | 23 | 32 | 5 | 1 | | | | | | | | | 1 | 1 | 4 |
| **State Tot** | **706** | **280** | **315** | **40** | **16** | **1** | **9** | | | **1** | **1** | **2** | | **10** | **8** | **43** |
| **Virginia** | | | | | | | | | | | | | | | | |
| Accomac | 40 | 10 | 21 | 2 | | | 1 | 1 | 2 | | 1 | | | | 2 | |
| Albemarle | 4 | | 1 | 1 | | | 1 | | | | | | | | | 1 |
| Alexandria | 167 | 43 | 82 | 10 | 6 | | 1 | | | 2 | 10 | | | 1 | 2 | 10 |
| Amelia | 8 | 3 | 5 | | | | | | | | | | | | | |
| Amherst | 10 | 3 | 5 | | | | | | | | | | | 1 | | 1 |
| Appomattox | 5 | 1 | 3 | | | | | | | | 1 | | | | | |
| Arlington | 132 | 32 | 53 | 5 | 3 | | | 8 | | | 3 | 5 | | | 8 | 15 |
| Augusta | 17 | 8 | 8 | 1 | | | | | | | | | | | | |
| Bath | 5 | 1 | 2 | | | | | | | | | | | | 2 | |
| Bedford | 42 | 19 | 19 | 2 | 1 | | | | | | | | | | | 1 |
| Bedford | 4 | 3 | | | | | | | | | | | | 1 | | |
| Bland | 4 | | 3 | | | | 1 | | | | | | | | | |
| Botetourt | 38 | 7 | 14 | 1 | | | | | | | | | | 8 | 3 | 5 |
| Bristol | 20 | 5 | 5 | 1 | 1 | | 4 | | | | | 1 | | 1 | 2 | |
| Brunswick | 4 | 2 | 2 | | | | | | | | | | | | | |
| Buchanan | 13 | 3 | 7 | 2 | | | | | | | | | | | 1 | |
| Buckingham | 3 | | 1 | 1 | | | 1 | | | | | | | | | |
| Campbell | 18 | 7 | 9 | 2 | | | | | | | | | | | | |
| Caroline | 4 | | 4 | | | | | | | | | | | | | |
| Carroll | 2 | 1 | 1 | | | | | | | | | | | | | |
| Charles Ci | 2 | | 2 | | | | | | | | | | | | | |
| Charlotte | 3 | 2 | | | | | | | | | | | | | | 1 |
| Charolotte | 78 | 24 | 28 | 7 | 2 | | 2 | | | | 3 | | | | 1 | 11 |
| Chesapeake | 92 | 34 | 32 | 7 | 7 | | 6 | | | | 2 | | | 3 | 1 | |
| Chesterfie | 64 | 19 | 33 | 5 | 2 | | | | | | | | | 2 | 1 | 2 |
| Clarke | 7 | 3 | 3 | | 1 | | | | | | | | | | | |
| Clifton Fo | 2 | | 2 | | | | | | | | | | | | | |
| Colonial H | 1 | 1 | | | | | | | | | | | | | | |
| Covington | 3 | 1 | 1 | | | | | | | | | | | | | 1 |
| Craig | 3 | 1 | | | | | | | | | | | | | | 2 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | 2 ENGINE 1-12 PLACE | | 3+ENG 13+ PLACE | | 2 ENGINE 1-12 PLACE | | 3+ENG 13+ PLACE | | | | |
| **Virginia** | | | | | | | | | | | | | | | | |
| Culpeper | 33 | 12 | 13 | 3 | | | 2 | 2 | | | | | | | | 1 |
| Cumberland | 4 | 2 | 2 | | | | | | | | | | | | | |
| Danville | 39 | 12 | 20 | 2 | 1 | | 3 | | | | | | | | | 1 |
| Dickenson | 8 | | 4 | | | | | | | | | | | 3 | 1 | |
| Dinwiddie | 3 | 2 | 1 | | | | | | | | | | | | | |
| Emporia | 4 | 1 | 2 | | 1 | | | | | | | | | | | |
| Essex | 9 | 1 | 6 | 1 | 1 | | | | | | | | | | | |
| Fairfax | 134 | 31 | 65 | 4 | 2 | | 2 | 12 | | | 4 | 1 | | 2 | 3 | 8 |
| Fairfax | 396 | 118 | 199 | 22 | 10 | | 4 | | | | 5 | 1 | 1 | 4 | 5 | 27 |
| Falls Chur | 55 | 10 | 34 | 6 | | | | | | | | | | 1 | 1 | 3 |
| Fauquier | 86 | 48 | 25 | 3 | | | | | | | | 1 | | 1 | | 8 |
| Floyd | 5 | 3 | 1 | 1 | | | | | | | | | | | | |
| Fluvanna | 6 | 2 | 3 | | | | | | | | | | | 1 | | |
| Franklin | 15 | 7 | 7 | | | | | | | | | | | 1 | | |
| Franklin | 3 | 2 | 1 | | | | | | | | | | | | | |
| Frederick | 5 | 2 | 2 | | | | | | | | | | | 1 | | |
| Fredericks | 48 | 18 | 21 | 6 | | | 1 | | | | | | | 2 | | |
| Galax | 8 | | 8 | | | | | | | | | | | | | |
| Giles | 4 | | 3 | | | | | | | | | | | 1 | | |
| Gloucester | 30 | 10 | 15 | 2 | 1 | | | | | | | | | | | 2 |
| Goochland | 1 | | 1 | | | | | | | | | | | | | |
| Greene | 3 | | 2 | | | | | | | | | | | | | 1 |
| Halifax | 13 | 8 | 4 | | | | | | | | | | | | | 1 |
| Hampton | 76 | 23 | 34 | 1 | 3 | 1 | | 1 | | | 3 | | | | 3 | 7 |
| Hanover | 77 | 27 | 33 | 8 | 2 | | | | | | | | | | | 7 |
| Harrisonbu | 36 | 16 | 10 | 9 | | | 1 | | | | | | | | | |
| Henrico | 47 | 16 | 15 | 5 | 4 | | | | | | 2 | | | 2 | 1 | 2 |
| Henry | 31 | 13 | 16 | | | | | | | | 2 | | | | | |
| Highland | 1 | | 1 | | | | | | | | | | | | | |
| Hopewell | 12 | 6 | 6 | | | | | | | | | | | | | |
| Isle Of Wi | 16 | 7 | 2 | 1 | | | | | | | 1 | | | | | 5 |
| King And Q | 2 | 1 | | 1 | | | | | | | | | | | | |
| King Georg | 13 | 6 | 5 | | 2 | | | | | | | | | | | |
| King Willi | 9 | 4 | 3 | | | | 2 | | | | | | | | | |
| Lancaster | 32 | 8 | 21 | 2 | 1 | | | | | | | | | | | |
| Lee | 7 | 5 | | | 1 | | | | | | | | | 1 | | |
| Lexington | 2 | | 2 | | | | | | | | | | | | | |
| Loudoun | 94 | 33 | 40 | 3 | 2 | | 3 | | | | | 2 | | | 1 | 10 |
| Louisa | 17 | 7 | 8 | | | | | | | | | | | 1 | | 1 |
| Lunenburg | 6 | 2 | 4 | | | | | | | | | | | | | |
| Lynchburg | 77 | 19 | 34 | 5 | 8 | | 4 | 1 | | | 2 | | | 1 | | 3 |
| Madison | 1 | | 1 | | | | | | | | | | | | | |
| Martinsvil | 33 | 17 | 13 | | | | 1 | | | | | | | 1 | | 1 |
| Mathews | 8 | 2 | 5 | | 1 | | | | | | | | | | | |
| Mecklenbur | 18 | 4 | 12 | 1 | 1 | | | | | | | | | | | |
| Middlesex | 12 | 5 | 6 | | 1 | | | | | | | | | | | |
| Montgomery | 39 | 12 | 18 | 3 | 1 | | 2 | | | | 1 | | | | | 2 |
| Nansemond | 2 | | 2 | | | | | | | | | | | 2 | | 1 |
| Nelson | 9 | | 5 | | 1 | | | | | | | | | | | |
| New Kent | 24 | 17 | 6 | 1 | | | | | | | | | | | | |
| Newport Ne | 105 | 35 | 54 | 5 | 2 | | 2 | | | | 3 | | | 1 | 1 | 2 |
| Norfolk | 132 | 51 | 43 | 9 | 5 | | 7 | 1 | | | 5 | 1 | | 3 | 1 | 6 |
| Northampto | 9 | 3 | 5 | 1 | | | | | | | | | | | | |
| Northumber | 13 | 1 | 12 | | | | | | | | | | | | | |
| Norton | 4 | | 3 | 1 | | | | | | | | | | | | |
| Nottoway | 13 | 6 | 7 | | | | | | | | | | | | | 1 |
| Orange | 20 | 9 | 7 | 2 | 1 | | | | | | | | | | | |
| Page | 19 | 7 | 12 | | | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Virginia** | | | | | | | | | | | | | | | | | |
| Patrick | 6 | 3 | 3 | | | | | | | | | | | | | | |
| Petersburg | 17 | 8 | 7 | 1 | 1 | | | | | | | | | | | | |
| Pittsylvan | 6 | 3 | 3 | | | | | | | | | | | | | | |
| Portsmouth | 27 | 7 | 11 | 2 | 2 | | | | | | | | | | 4 | 1 | |
| Powhatan | 8 | 5 | 3 | | | | | | | | | | | | | | |
| Prince Edw | 12 | 4 | 8 | | | | | | | | | | | | | | |
| Prince Geo | 2 | | 2 | | | | | | | | | | | | | | |
| Prince Wil | 172 | 59 | 72 | 8 | 6 | | 1 | 4 | 2 | | | 2 | | | 4 | 1 | 13 |
| Pulaski | 13 | 5 | 6 | 2 | | | | | | | | | | | | | |
| Radford | 11 | 5 | 5 | | | | | | | | | | | | 1 | | |
| Rappahanno | 6 | 3 | 3 | | | | | | | | | | | | | | |
| Richmond | 233 | 61 | 103 | 23 | 6 | | | 8 | 1 | | | 8 | 3 | 2 | 2 | 5 | 11 |
| Roanoke | 5 | | 4 | | | | | | | | | | | | 1 | | |
| Roanoke | 102 | 23 | 45 | 14 | 1 | | | 4 | | | | 2 | | | 2 | 2 | 9 |
| Rockbridge | 4 | 1 | 3 | | | | | | | | | | | | | | |
| Rockingham | 68 | 24 | 16 | 3 | 12 | | | 11 | | | 1 | | | | 1 | | |
| Russell | 10 | 3 | 5 | | | | | | | | | | | | 1 | 1 | |
| Salem | 22 | 3 | 10 | 3 | 1 | | | | 1 | | | | | | | | 4 |
| Scott | 3 | 1 | | | | | | | | | | | | | 1 | | 1 |
| Shenandoah | 41 | 12 | 21 | 2 | 1 | | | | | | | | | | 4 | | 1 |
| Smyth | 22 | 8 | 8 | 3 | 2 | | | 1 | | | | | | | | | |
| South Bost | 16 | 7 | 9 | | | | | | | | | | | | | | |
| Southampto | 1 | | 1 | | | | | | | | | | | | | | |
| Spotsylvan | 12 | 3 | 8 | | | | | | | | | | | | | | 1 |
| Stafford | 35 | 13 | 19 | 2 | | | | | | | | | | | | | 1 |
| Staunton | 17 | 6 | 8 | 1 | 1 | | | | | | | | | | | | 1 |
| Suffolk | 17 | 4 | 9 | 3 | | | | | | | | | | | | 1 | |
| Surry | 4 | 2 | 2 | | | | | | | | | | | | | | |
| Sussex | 8 | 2 | 6 | | | | | | | | | | | | | | |
| Tazewell | 12 | 4 | 7 | 1 | | | | | | | | | | | | | |
| Virginia B | 173 | 47 | 81 | 17 | 9 | | | 5 | | | | 1 | | 1 | 6 | | 6 |
| Warren | 27 | 17 | 6 | | | | | 1 | | | | | | | 2 | | 1 |
| Washington | 21 | 9 | 9 | 1 | 1 | | | | | | | | | | | | 1 |
| Waynesboro | 15 | 7 | 8 | | | | | | | | | | | | | | |
| Westmorela | 2 | | 2 | | | | | | | | | | | | | | |
| Williamsbu | 41 | 10 | 23 | 2 | | | | 1 | | | | 1 | | | | | 4 |
| Winchester | 33 | 11 | 10 | 1 | 3 | | | 4 | | | | 1 | | | 1 | 1 | 1 |
| Wise | 27 | 5 | 16 | 2 | 1 | | | 1 | | | | | | | 1 | 1 | |
| Wythe | 11 | 2 | 6 | | | | | | | | | | | | | | 3 |
| York | 26 | 10 | 15 | 1 | | | | | | | | | | | | | |
| Unknown | 5 | 5 | | | | | | | | | | | | | | | |
| Unknown | 1 | | 1 | | | | | | | | | | | | | | |
| **State Tot** | **4017** | **1288** | **1814** | **247** | **122** | | **2** | **91** | **30** | **2** | **3** | **63** | **15** | **4** | **77** | **53** | **208** |
| **Washington** | | | | | | | | | | | | | | | | | |
| Adams | 63 | 31 | 26 | 1 | | | | 1 | | | | 2 | | | 2 | | |
| Asotin | 32 | 7 | 18 | 1 | 1 | | | | | | | | | | 2 | 2 | 1 |
| Benton | 168 | 52 | 90 | 2 | 5 | | | 1 | 1 | | | | | | 3 | 2 | 12 |
| Chelan | 178 | 49 | 71 | 15 | 4 | 10 | | 3 | | | | 1 | | | 12 | 8 | 5 |
| Clallam | 142 | 50 | 68 | 2 | 4 | | | | | | | | | | 5 | 13 | |
| Clark | 334 | 138 | 177 | 5 | 6 | | | 1 | | | | | | | 4 | | 3 |
| Columbia | 12 | 8 | 3 | 1 | | | | | | | | | | | | | |
| Cowlitz | 94 | 39 | 46 | 1 | | | | | | | | | | | 1 | 7 | |
| Douglas | 24 | 13 | 10 | | | | | | | | | | | | 1 | | |
| Ferry | 6 | 3 | 3 | | | | | | | | | | | | | | |
| Franklin | 126 | 54 | 56 | 5 | | | | 1 | | | | | | | 10 | | |
| Garfield | 9 | 4 | 5 | | | | | | | | | | | | | | |
| Grant | 216 | 78 | 107 | 14 | 3 | | | | | | | 1 | | | 6 | | 7 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **Washington** | | | | | | | | | | | | | | | | |
| Grays Harb | 81 | 39 | 36 | 3 | 1 | | | | | | | | | | 1 | 1 |
| Island | 89 | 35 | 46 | 3 | 3 | | | | | | | | | | | 2 |
| Jefferson | 44 | 20 | 23 | | 1 | | | | | | | | | | | |
| King | 2480 | 728 | 1238 | 115 | 59 | 2 | 2 | 25 | 5 | 1 | 8 | 35 | 5 | 1 | 53 | 72 | 131 |
| Kitsap | 169 | 66 | 91 | 5 | 2 | | | 1 | | | | | | | 3 | | 1 |
| Kittitas | 46 | 15 | 23 | 3 | 1 | | | 1 | | | | | | | 1 | | 2 |
| Klickitat | 42 | 18 | 19 | | 1 | | | | | | | | | | 2 | | 2 |
| Lewis | 108 | 45 | 48 | 8 | 1 | | | | | | | | | | 4 | | 2 |
| Lincoln | 53 | 34 | 16 | 2 | | | | | | | | | | | | | 1 |
| Mason | 46 | 15 | 24 | 2 | | | | | | | | | | | 2 | 3 | |
| Okanogan | 102 | 50 | 44 | 2 | 4 | | | | | | | | | | 2 | | |
| Pacific | 9 | 2 | 6 | | | | | | | | | | | | 1 | | |
| Pend Oreil | 12 | 9 | 3 | | | | | | | | | | | | | | |
| Pierce | 673 | 266 | 330 | 30 | 13 | 2 | | 2 | | | | 5 | 1 | | 4 | 14 | 6 |
| San Juan | 140 | 26 | 101 | 7 | 2 | | | 1 | | | | 1 | | | 1 | | 1 |
| Skagit | 139 | 52 | 75 | 2 | 1 | | | | | | | | | | 5 | | 4 |
| Skamania | 10 | 7 | 3 | | | | | | | | | | | | | | |
| Snohomish | 732 | 278 | 349 | 41 | 14 | | | 2 | 1 | | | 1 | | 2 | 16 | 8 | 20 |
| Spokane | 554 | 200 | 253 | 29 | 13 | | | 6 | | | | 4 | | | 14 | 9 | 26 |
| Stevens | 55 | 20 | 31 | 1 | | | | 1 | | | | | | | 1 | | 1 |
| Thurston | 219 | 76 | 110 | 7 | 5 | | | 4 | | | | | | | 9 | 8 | |
| Wahkiakum | 2 | | 2 | | | | | | | | | | | | | | |
| Walla Wall | 137 | 63 | 51 | 4 | 7 | | | | | | | | | | 9 | 2 | 1 |
| Whatcom | 180 | 68 | 83 | 7 | | | | 3 | | | | | | | 5 | 9 | 5 |
| Whitman | 143 | 77 | 56 | 5 | 1 | | | | | | | | | | 3 | | 1 |
| Yakima | 275 | 109 | 115 | 9 | 11 | | | 6 | | | | 1 | | | 19 | | 5 |
| **State Tot** | **7944** | **2844** | **3856** | **332** | **163** | **14** | **2** | **59** | **7** | **1** | **8** | **51** | **6** | **3** | **200** | **158** | **240** |
| **West Virgi** | | | | | | | | | | | | | | | | | |
| Barbour | 28 | 8 | 16 | 2 | 1 | | | | | | | | | | 1 | | |
| Berkeley | 27 | 10 | 12 | 4 | | | | 1 | | | | | | | | | |
| Boone | 10 | 6 | 1 | 2 | 1 | | | | | | | | | | | | |
| Braxton | 7 | 2 | 3 | 1 | | | | | | | | | | | 1 | | |
| Brooke | 14 | 5 | 9 | | | | | | | | | | | | | | |
| Cabell | 88 | 22 | 47 | 10 | | | | 2 | | | | | | | | 1 | 6 |
| Calhoun | 1 | | 1 | | | | | | | | | | | | | | |
| Clay | 5 | 1 | 4 | | | | | | | | | | | | | | |
| Doddridge | 3 | | 2 | | 1 | | | | | | | | | | | | |
| Fayette | 26 | 6 | 17 | 1 | | | | 1 | | | | | | | | 1 | |
| Gilmer | 6 | 3 | 3 | | | | | | | | | | | | | | |
| Grant | 14 | 3 | 7 | 2 | | | | 1 | | | | | | | | 1 | |
| Greenbrier | 39 | 12 | 20 | 3 | 3 | | | 1 | | | | | | | | | |
| Hampshire | 12 | 7 | 3 | | 1 | | | | | | | | | | | | 1 |
| Hancock | 38 | 13 | 22 | 3 | | | | | | | | | | | | | |
| Hardy | 5 | 3 | 1 | | 1 | | | | | | | | | | | | |
| Harrison | 72 | 22 | 35 | 5 | 2 | | | 2 | | | | 1 | | | 1 | 2 | 2 |
| Jackson | 27 | 12 | 11 | 2 | | | | | | | | | | | 1 | 1 | |
| Jefferson | 30 | 9 | 12 | 6 | | | | 1 | | | | | | | 1 | | 1 |
| Kanawha | 176 | 45 | 74 | 23 | 1 | | | 6 | 1 | | | 2 | | | | 11 | 13 |
| Lewis | 9 | 5 | 4 | | | | | | | | | | | | | | |
| Lincoln | 3 | | 2 | | | | | | | | | | | | 1 | | |
| Logan | 11 | 4 | 4 | 1 | 2 | | | | | | | | | | | | |
| Marion | 43 | 18 | 14 | 6 | | | | 2 | | | 1 | | | | 1 | | 1 |
| Marshall | 24 | 10 | 11 | 1 | | | | | | | | | | | | | 2 |
| Mason | 19 | 11 | 5 | 3 | | | | | | | | | | | | | |
| Mcdowell | 19 | 3 | 10 | 2 | | | | 1 | | | | 1 | | | 1 | 1 | |
| Mercer | 16 | 4 | 8 | 1 | 1 | | | 2 | | | | | | | | | |
| Mineral | 40 | 27 | 10 | | 1 | | | | | | | | | | 1 | | 1 |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

STATE

| COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT PISTON | ROTOCRAFT TURB | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | | | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | |
| **West Virgi** | | | | | | | | | | | | | | | | |
| Mingo | 17 | 4 | 4 | 2 | | | 1 | | | | 1 | | | | 5 | |
| Monongalia | 42 | 11 | 27 | 2 | | | 1 | | | | | | | | | 1 |
| Monroe | 5 | 3 | 2 | | | | | | | | | | | | | |
| Morgan | 17 | 9 | 6 | 1 | | | 1 | | | | | | | | | |
| Nicholas | 27 | 8 | 13 | 5 | | | 1 | | | | | | | | | |
| Ohio | 35 | 13 | 12 | 5 | 1 | | 1 | | | | | | | 1 | | 2 |
| Pendleton | 4 | | 4 | | | | | | | | | | | | | |
| Pleasants | 1 | 1 | | | | | | | | | | | | | | |
| Pocahontas | 3 | 1 | 1 | 1 | | | | | | | | | | | | |
| Preston | 31 | 9 | 17 | 1 | 1 | | 1 | | | | | | | 1 | 1 | |
| Putnam | 21 | 13 | 6 | 2 | | | | | | | | | | | | |
| Raleigh | 49 | 12 | 20 | 3 | 2 | | 6 | | | | | | | 1 | 4 | 1 |
| Randolph | 29 | 11 | 13 | 3 | | | | | | | | | | | 2 | |
| Ritchie | 8 | 2 | 4 | 1 | | | | | | | | | | | 1 | |
| Roane | 19 | 5 | 11 | 1 | | | | | | | | | | 2 | | |
| Summers | 10 | 4 | 6 | | | | | | | | | | | | | |
| Taylor | 8 | 3 | 4 | 1 | | | | | | | | | | | | |
| Tyler | 6 | 1 | 4 | | | | 1 | | | | | | | | | |
| Upshur | 10 | 3 | 3 | | 1 | | 1 | | | | | | | | | 2 |
| Wayne | 8 | 2 | 3 | 2 | | | | | | | | | | 1 | | |
| Webster | 6 | 3 | 3 | | | | | | | | | | | | | |
| Wetzel | 7 | 2 | 4 | 1 | | | | | | | | | | | | |
| Wood | 63 | 18 | 34 | 3 | 2 | | 4 | | | | 1 | | | | 1 | |
| Wyoming | 9 | 2 | 7 | | | | | | | | | | | | | |
| **State Tot** | **1247** | **411** | **576** | **112** | **22** | | **38** | **1** | | **1** | **6** | | | **15** | **32** | **33** |
| **Wisconsin** | | | | | | | | | | | | | | | | |
| Adams | 14 | 4 | 9 | 1 | | | | | | | | | | | | |
| Ashland | 21 | 11 | 10 | | | | | | | | | | | | | |
| Barron | 63 | 28 | 34 | 1 | | | | | | | | | | | | |
| Bayfield | 11 | 6 | 5 | | | | | | | | | | | | | |
| Brown | 155 | 74 | 61 | 11 | 1 | | 3 | | | | 3 | 1 | | | | 1 |
| Buffalo | 12 | 9 | 3 | | | | | | | | | | | | | |
| Burnett | 20 | 11 | 8 | 1 | | | | | | | | | | | | |
| Calumet | 9 | 5 | 3 | 1 | | | | | | | | | | | | |
| Chippewa | 72 | 42 | 29 | | | | | | | | | | | 1 | | |
| Clark | 43 | 14 | 26 | 2 | | | | | | | | | | 1 | | |
| Columbia | 100 | 53 | 39 | 4 | 1 | | 1 | | | | | | | | | 2 |
| Crawford | 11 | 4 | 5 | | 1 | | | | | | | | | 1 | | |
| Dane | 443 | 167 | 197 | 42 | 8 | | 4 | | | | 2 | | | 7 | | 16 |
| Dodge | 56 | 26 | 26 | 1 | | | | | | | | | | 3 | | |
| Door | 31 | 13 | 14 | | 1 | | | | | | | | | 2 | | 1 |
| Douglas | 45 | 12 | 27 | 3 | 3 | | | | | | | | | | | |
| Dunn | 33 | 16 | 17 | | | | | | | | | | | | | |
| Eau Claire | 40 | 10 | 20 | 4 | 1 | | | | | | | | | 1 | | 4 |
| Florence | 2 | | 2 | | | | | | | | | | | | | |
| Fond Du La | 137 | 70 | 41 | 14 | | | 2 | 1 | | | 1 | | | 6 | | 2 |
| Forest | 6 | 2 | 4 | | | | | | | | | | | | | |
| Grant | 56 | 27 | 26 | 2 | 1 | | | | | | | | | | | |
| Green | 53 | 30 | 17 | 1 | 1 | | | | | | 1 | | | 1 | | 2 |
| Green Lake | 21 | 11 | 8 | 1 | | | | | | | | | | | | 1 |
| Iowa | 24 | 11 | 9 | 1 | | 1 | | | | | | | | 1 | 1 | |
| Iron | 4 | 2 | 2 | | | | | | | | | | | | | |
| Jackson | 25 | 14 | 10 | 1 | | | | | | | | | | | | |
| Jefferson | 110 | 54 | 35 | 2 | 5 | | | | | | 1 | | | 10 | 2 | 1 |
| Juneau | 25 | 9 | 14 | 2 | | | | | | | | | | | | |
| Kenosha | 105 | 46 | 40 | 10 | 6 | | | | | | 1 | | | | | 2 |
| Kewaunee | 17 | 10 | 5 | 1 | | | | | | | | | | 1 | | |

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| STATE / COUNTY | TOTAL | PISTON | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | SINGLE ENGINE | | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | |
| **Wisconsin** | | | | | | | | | | | | | | | | |
| La Crosse | 81 | 29 | 34 | 2 | 3 | | | 4 | 2 | | | 4 | 1 | | 1 | 1 |
| Lafayette | 8 | 6 | 2 | | | | | | | | | | | | | |
| Langlade | 16 | 7 | 8 | | 1 | | | | | | | | | | | |
| Lincoln | 67 | 37 | 23 | 2 | 1 | | | | | | | | | 2 | | 2 |
| Manitowoc | 44 | 11 | 26 | 3 | | | | | | | | 1 | | 3 | | |
| Marathon | 74 | 43 | 23 | 2 | | | | 2 | 1 | | | | | 2 | | 1 |
| Marinette | 42 | 19 | 20 | 2 | | | | | | | | | | | 1 | |
| Marquette | 22 | 10 | 10 | | | | | | | | | | | 1 | | 1 |
| Menominee | 1 | | 1 | | | | | | | | | | | | | |
| Milwaukee | 482 | 154 | 208 | 33 | 15 | 1 | | 17 | 5 | | | 16 | 3 | 9 | 2 | 19 |
| Monroe | 32 | 18 | 11 | | | | | | | | | 2 | | 1 | | |
| Oconto | 30 | 16 | 13 | 1 | | | | | | | | | | | | |
| Oneida | 43 | 12 | 24 | 3 | 2 | | | | | | | | | 2 | | |
| Outgamie | 99 | 41 | 37 | 10 | 4 | | | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| Ozaukee | 83 | 24 | 40 | 8 | 3 | | | 1 | | | | 2 | | | | 5 |
| Pepin | 5 | 3 | 2 | | | | | | | | | | | | | |
| Pierce | 41 | 20 | 15 | 2 | 1 | | | | | | | | | | | 3 |
| Polk | 73 | 35 | 26 | | 4 | | | 1 | | | | | | 2 | | 5 |
| Portage | 48 | 23 | 19 | 2 | | | | 2 | | | | 1 | 1 | | | |
| Price | 29 | 12 | 10 | 3 | 1 | | | 2 | | | | | | | | 1 |
| Racine | 185 | 79 | 79 | 5 | 6 | | | 2 | 2 | 1 | | 2 | 1 | 4 | 1 | 3 |
| Richland | 13 | 4 | 8 | 1 | | | | | | | | | | | | |
| Rock | 136 | 44 | 53 | 11 | 11 | | | 4 | | | | | | 5 | 8 | |
| Rusk | 14 | 10 | 4 | | | | | | | | | | | | | |
| Sauk | 69 | 32 | 30 | 1 | 3 | | | 1 | | | | 2 | | | | |
| Sawyer | 14 | 5 | 9 | | | | | | | | | | | | | |
| Shawano | 27 | 12 | 11 | | 2 | | | | | | | | | | 1 | 1 |
| Sheboygan | 105 | 42 | 42 | 5 | 4 | | | 5 | | | | 4 | | 1 | 2 | |
| St Croix | 80 | 35 | 39 | 5 | 1 | | | | | | | | | | | |
| Taylor | 23 | 7 | 10 | 3 | | | | 1 | | | | | | 1 | | 1 |
| Trempealea | 29 | 21 | 7 | 1 | | | | | | | | | | | | |
| Vernon | 25 | 13 | 12 | | | | | | | | | | | | | |
| Vilas | 38 | 9 | 21 | 2 | 2 | | | | | | | | | | | 4 |
| Walworth | 168 | 76 | 78 | 6 | | | | 2 | | | | 1 | | 2 | | 3 |
| Washburn | 23 | 13 | 9 | 1 | | | | | | | | | | | | |
| Washington | 123 | 54 | 47 | 8 | 1 | | | | | | | | | 2 | | 11 |
| Waukesha | 339 | 127 | 168 | 15 | 10 | | | 3 | | | | 3 | | 3 | | 10 |
| Waupaca | 64 | 25 | 36 | 1 | 1 | | | | | | | | | | 1 | |
| Waushara | 23 | 10 | 9 | 1 | | | | | | | | | | 2 | | 1 |
| Winnebago | 330 | 214 | 66 | 10 | 12 | 2 | 1 | 6 | 1 | | | 4 | | 5 | 1 | 8 |
| Wood | 69 | 29 | 34 | | 1 | | | 2 | | | | | 1 | 1 | | 1 |
| **State Tot** | **4981** | **2172** | **2070** | **255** | **118** | **4** | **1** | **88** | **13** | | **1** | **51** | **8** | **1** | **84** | **22** | **115** |
| **Wyoming** | | | | | | | | | | | | | | | | |
| Albany | 53 | 15 | 26 | 5 | 3 | | | 3 | | | | | | | | 1 |
| Big Horn | 104 | 20 | 19 | 4 | 21 | 14 | | | | 4 | | | 3 | 11 | 7 | 1 |
| Campbell | 87 | 25 | 53 | 5 | 2 | | | 1 | | | | | | 1 | | |
| Carbon | 55 | 19 | 28 | 4 | | | | | | | | 1 | | 1 | 1 | 1 |
| Converse | 41 | 6 | 29 | 2 | | | | | | | | | | 3 | 1 | |
| Crook | 14 | 4 | 8 | 2 | | | | | | | | | | | | |
| Fremont | 77 | 26 | 44 | 2 | 1 | | | 1 | | | | | | 2 | 1 | |
| Goshen | 23 | 8 | 15 | | | | | | | | | | | | | |
| Hot Spring | 15 | 5 | 8 | | | 2 | | | | | | | | | | |
| Johnson | 29 | 10 | 17 | 1 | | | | | | | | | | | 1 | |
| Laramie | 107 | 31 | 56 | 4 | 11 | | | 2 | | | | | | 1 | | 2 |
| Lincoln | 34 | 11 | 20 | 2 | 1 | | | | | | | | | | | |
| Natrona | 148 | 39 | 73 | 14 | 6 | | | 9 | | | | 2 | | 1 | 2 | 2 |
| Niobrara | 12 | 6 | 5 | | | | | | | | | | | 1 | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988
FIXED WING AIRCRAFT

| STATE / COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| **Wyoming** | | | | | | | | | | | | | | | | | |
| Park | 66 | 21 | 41 | 2 | 1 | 1 | | | | | | | | | | | |
| Platte | 25 | 7 | 18 | | | | | | | | | | | | | | |
| Sheridan | 77 | 20 | 38 | 5 | 1 | | 1 | | | | | | | | 2 | 1 | 9 |
| Sublette | 24 | 8 | 10 | 1 | 2 | | 2 | | | | | | | | 1 | | |
| Sweetwater | 48 | 15 | 23 | 3 | 2 | | 1 | | | | | | | | 3 | | 1 |
| Teton | 54 | 5 | 33 | 5 | 4 | | 2 | | | | 2 | | | | | 1 | 2 |
| Uinta | 26 | 3 | 20 | 3 | | | | | | | | | | | | | |
| Washakie | 25 | 14 | 9 | | 1 | | | | | | 1 | | | | | | |
| Weston | 27 | 8 | 15 | 1 | 1 | | 1 | | | | | | | | 1 | | |
| **State Tot** | **1171** | **326** | **608** | **65** | **57** | **17** | **23** | | **4** | | **6** | **3** | | | **28** | **15** | **19** |
| **Total All Fifty States** | **265955** | **87703** | **120786** | **17877** | **8938** | **305** | **230** | **4583** | **710** | **68** | **182** | **3197** | **949** | **370** | **5584** | **4497** | **9976** |
| **Territories** | | | | | | | | | | | | | | | | | |
| American S | 1 | 1 | | | | | | | | | | | | | | | |
| Guam | 15 | 1 | 6 | 2 | 1 | | 1 | | | | | | | | 2 | 2 | |
| Puerto Ric | 379 | 61 | 113 | 81 | 56 | 20 | 2 | 2 | 5 | | 2 | | | | 24 | 10 | 3 |
| Virgin Isl | 123 | 16 | 43 | 22 | 36 | | 2 | | | | | | | | 2 | 2 | |
| Wake Islan | 1 | | | 1 | | | | | | | | | | | | | |
| **Total U S Territories** | **519** | **79** | **162** | **106** | **93** | **20** | **5** | **2** | **5** | | **2** | | | | **28** | **14** | **3** |
| **Foreign** | | | | | | | | | | | | | | | | | |
| Antigua | 7 | | 1 | 2 | 3 | | | | | | | | | | | 1 | |
| Australia | 3 | 1 | | | | | | | | | | 1 | | | | | 1 |
| Austria | 1 | | | | | | | | | | | | | | | | 1 |
| Bahamas T | 80 | 6 | 24 | 29 | 18 | | 1 | | | | 1 | | | | | 1 | |
| Bahrain | 1 | | | 1 | | | | | | | | | | | | | |
| Barbados | 1 | | | | | | 1 | | | | | | | | | | |
| Belgium | 16 | 5 | 6 | 1 | 3 | | 1 | | | | | | | | | | |
| Belize | 9 | 4 | 5 | | | | | | | | | | | | | | |
| Bermuda | 3 | | 2 | | 1 | | | | | | | | | | | | |
| Botswana | 2 | 1 | | | | | | | | | | | | | 1 | | |
| Brazil | 2 | | 1 | | 1 | | | | | | | | | | | | |
| British Vi | 4 | | 2 | 1 | | | | | | | | | | | | 1 | |
| Canada | 41 | 8 | 22 | 5 | | | 1 | | | | | | | 1 | 2 | | 2 |
| Cayman Isl | 1 | | | | 1 | | | | | | | | | | | | |
| China | 1 | | 1 | | | | | | | | | | | | | | |
| Comoros | 1 | | 1 | | | | | | | | | | | | | | |
| Costa Rica | 3 | | 1 | 2 | | | | | | | | | | | | | |
| Dominica | 1 | | | 1 | | | | | | | | | | | | | |
| Dominican | 3 | | 1 | 1 | 1 | | | | | | | | | | | | |
| Ecuador | 1 | | | 1 | | | | | | | | | | | | | |
| German Dem | 2 | 1 | | | | | | | | | | | | | 1 | | |
| Germany Fe | 94 | 21 | 51 | 11 | 7 | | 1 | 1 | | | | | | | | | 2 |
| Germany B | 5 | 1 | 2 | 1 | | | | | | | 1 | | | | | | |
| Greece | 1 | | | 1 | | | | | | | | | | | | | |
| Grenada | 1 | | 1 | | | | | | | | | | | | | | |
| Guadeloupe | 2 | | 1 | 1 | | | | | | | | | | | | | |
| Guatemala | 3 | | | 2 | | | | | | | | | | | | | 1 |
| Guyana | 2 | | 1 | 1 | | | | | | | | | | | | | |
| Haiti | 4 | 1 | | 1 | 2 | | | | | | | | | | | | |
| Honduras | 4 | | 1 | 1 | 1 | 1 | | | | | | | | | | | |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31, 1988

STATE — FIXED WING AIRCRAFT

| COUNTY | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 2 ENGINE 7+ PLACE | 3+ENG | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | 2 ENGINE 1-12 PLACE | 2 ENGINE 13+ PLACE | 3+ENG | | | |
| **Foreign** | | | | | | | | | | | | | | | | |
| Israel | 2 | | 1 | 1 | | | | | | | | | | | | |
| Italy | 2 | | 1 | | | | | | | | | | | 1 | | |
| Jamaica | 3 | | 1 | 2 | | | | | | | | | | | | |
| Japan | 2 | 2 | | | | | | | | | | | | | | |
| Kenya | 7 | | 3 | 2 | | | 2 | | | | | | | | | |
| Korea Rep | 1 | | 1 | | | | | | | | | | | | | |
| Malawi | 1 | | 1 | | | | | | | | | | | | | |
| Mexico | 15 | 4 | 7 | | 2 | | | | | | 1 | | | 1 | | |
| Montserrat | 1 | | | 1 | | | | | | | | | | | | |
| Netherland | 3 | 1 | 1 | | | | | | | | | | | 1 | | |
| Netherland | 8 | | 2 | 3 | 2 | | | | | | | | | | | 1 |
| Norway | 3 | | 2 | | | | | | | | | | | 1 | | |
| Panama | 3 | | | 1 | 1 | | 1 | | | | | | | | | |
| Paraguay | 1 | | 1 | | | | | | | | | | | | | |
| Philippine | 3 | | | 1 | 2 | | | | | | | | | | | |
| Saudi Arab | 4 | | 4 | | | | | | | | | | | | | |
| Singapore | 12 | | 2 | 1 | 5 | | | | 1 | | | | | | 3 | |
| Sri Lanka | 1 | | | | | | 1 | | | | | | | | | |
| St Chris N | 1 | | | 1 | | | | | | | | | | | | |
| St Lucia | 1 | 1 | | | | | | | | | | | | | | |
| St Vincen | 1 | | 1 | | | | | | | | | | | | | |
| Sweden | 2 | | 1 | | | | | | | | | | | 1 | | |
| Switzerlan | 28 | 9 | 8 | 5 | 1 | | 1 | | | | | 1 | | 1 | | 2 |
| Tonga | 1 | | | 1 | | | | | | | | | | | | |
| Trinidad & | 2 | 1 | 1 | | | | | | | | | | | | | |
| Turks & Ca | 4 | | | 3 | | | | | | | | | | | 1 | |
| United Ara | 3 | 2 | | | 1 | | | | | | | | | | | |
| United Kin | 10 | | 8 | | | | | | | | 2 | | | | | |
| Wallis And | 1 | | | 1 | | | | | | | | | | | | |
| Western Sa | 1 | | 1 | | | | | | | | | | | | | |
| Unknown | 10 | 1 | 2 | 2 | | | | | | | | | | 3 | 2 | |
| **Total Foreign** | **438** | **70** | **173** | **88** | **52** | **1** | **10** | **2** | | | **5** | **2** | **1** | **13** | **9** | **10** |
| **Total All U S Reg** | **286910** | **87852** | **121121** | **18071** | **9083** | **326** | **230** | **4598** | **714** | **73** | **182** | **3204** | **951** | **371** | **5625** | **4520** | **9989** |

U S REGISTERED GENERAL AVIATION AIRCRAFT
BY TYPE AND BY REGION, STATE AND COUNTY OF AIRCRAFT OWNER AS OF DECEMBER 31,1988
FIXED WING AIRCRAFT

| REGION | TOTAL | PISTON | | | | | TURBOPROP | | | | TURBOJET | | | | ROTOCRAFT | | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SINGLE ENGINE | | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | SINGLE ENGINE | MULTI ENGINE | | | PISTON | TURB | |
| | | 1-3 PLACE | 4+ PLACE | 2 ENGINE 1-6 PLACE | 3+ENG 7+ PLACE | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | 2 ENGINE 1-12 PLACE | 3+ENG 13+ PLACE | | | | | |
| EASTERN | 32187 | 10137 | 14135 | 2219 | 927 | 20 | 14 | 678 | 176 | 12 | 11 | 551 | 292 | 110 | 685 | 732 | 1508 |
| SOUTHWEST | 35752 | 12158 | 15240 | 2571 | 1464 | 23 | 32 | 764 | 87 | 6 | 24 | 493 | 111 | 41 | 776 | 785 | 1177 |
| CENTRAL | 15720 | 5715 | 7121 | 845 | 458 | 4 | 28 | 294 | 30 | 2 | 8 | 195 | 37 | 14 | 272 | 88 | 609 |
| WSTRN-PAC | 44624 | 13256 | 21822 | 2886 | 1427 | 81 | 45 | 510 | 115 | 32 | 83 | 345 | 111 | 36 | 10[illegible] | 867 | 2018 |
| ALASKAN | 8830 | 3584 | 4476 | 211 | 168 | 20 | 22 | 23 | 9 | 3 | 1 | 3 | 3 | | 67 | 214 | 46 |
| SOUTHERN | 43956 | 13343 | 18734 | 4355 | 2392 | 95 | 64 | 1114 | 117 | 12 | 19 | 63[illegible] | 105 | 54 | 1051 | 564 | 1298 |
| EUROPE | 190 | 41 | 91 | 23 | 12 | | | 6 | 1 | | | 3 | 1 | | 7 | | 5 |
| GREAT LAKE | 46352 | 17029 | 20620 | 2861 | 1259 | 22 | 9 | 687 | 101 | | 12 | 597 | 169 | 72 | 897 | 285 | 1732 |
| NEW ENGLAND | 11583 | 3731 | 5483 | 683 | 296 | 6 | | 145 | 48 | | 4 | 100 | 61 | 21 | 203 | 260 | 542 |
| NWEST-MOUNT | 27718 | 8878 | 13399 | 1437 | 680 | 55 | 16 | 377 | 30 | 6 | 20 | 278 | 61 | 23 | 677 | 725 | 1054 |
| Total | 266910 | 87852 | 121121 | 18071 | 9083 | 326 | 230 | 4598 | 714 | 73 | 182 | 3204 | 951 | 371 | 5625 | 4520 | 9989 |

# APPENDIX D

# GLOSSARY

## GLOSSARY

Active Aircraft--All legally registered civil aircraft which flew one or more hours.

Aerial Application--See Primary Use.

Aerial Observation--See Primary Use.

Air Carriers--The commercial system of air transportation, consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

- Certificated route air carrier--An air carrier holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service.

- Air taxi--A classification of air carriers which directly engage in the air transportation of persons, property, mail, or in any combination of such transportation and which do not directly or indirectly utilize large aircraft (over 30 seats or a maximum payload capacity of more than 71,500 pounds) and do not hold a Certificate of Public Convenience and Necessity or economic authority issued by the Civil Aeronautics Board.

- Commuter air carrier--an air taxi operator which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the weeks and plans between which such flights are performed.

- Supplemental air carrier--One of a class of air carriers now holding Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Both international and domestic charter operations are for a temporary period. The authority of supplemental air carriers to engage in military charters is of an indefinite period. In addition, they can perform on an emergency basis, as may be authorized by the Civil Aeronautics Board, scheduled operations including the transportation of individually ticketed passengers and individually waybilled cargo.

- Commercial operator--a person who for compensation or hire engages in the carriage of aircraft in air commerce of persons or property other than as an air carrier or foreign air carrier.

- Commercial operator of large aircraft--commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight.

- Air Travel Club--a person who engages in the carriage by airplanes of persons who are required to qualify for that carriage by payment of an assessment, dues, membership fee, or other similar types of remittance.

Aircraft Type--A term used in this publication in grouping aircraft by basic configuration--fixed-wing, rotorcraft, glider, dirigible, and balloon.

Air Taxi--See Air Carrier and Primary Use.

Air Travel Club--See Air Carrier and Primary Use.

All-Cargo (418)--A person holding an All Cargo Air Service Certificate issued under section 418 of the Federal Aviation Act and certificated in accordance with FAR 121 to provide domestic air transportation of cargo.

Business Transportation--See Primary Use.

Certificated Route Air Carrier--See Air Carrier.

Commercial Operator--See Air Carrier.

Commuter Air Carrier--See Air Carrier.

Demand Air Taxi--See Primary Use.

Executive Transportation--See Primary Use.

FAR--Federal Aviation Regulation.

General Aviation--That portion of civil aviation which encompasses all facets of aviation except air carriers holding a Certificate of Convenience and Necessity from the Civil Aeronautics Board, and commerical operators of large aircraft.

Hub--See Air Traffic Hub.

Inactive Aircraft--All legally registered civil aircraft which flew zero hours.

Instructional Flying--See Primary Use.

Other Work Use--See Primary Use.

Other--See Primary Use.

Personal Flying--See Primary Use.

Primary Use--The use category in which an aircraft flew the most hours. The eleven use categories are defined below:

- Aerial Application--Any use of an aircraft for work purposes which concerns the production of foods, fibers, and health control in which the aircraft is used in lieu of farm implements or ground vehicles for the particular task accomplished. This includes firefighting operations, the distribution of chemicals or seeds in agriculture, reforestation, or insect control.

- o Aerial Observation--Any use of an aircraft for aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, or sightseeing; not included under Part 135.

- o Commuter Air Carrier--An air taxi that performs at least five scheduled round trips per week between two or more points or carries mail.

- o Demand Air Taxi--Use of an aircraft operating under Federal Aviation Regulations, Part 135, passenger and cargo operations, including charter and excluding commuter air carrier.

- o Business Transportation--Use of an aircraft not for compensation or hire by individuals for the purposes of transportation required by business in which they are engaged.

- o Executive/Corporate Transportation--Any use of an aircraft by a corporation, company, or other organization for the purposes of transporting its employees and/or property not for compensation or hire, and employing professional pilots for the operation of the aircraft.

- o Instructional Flying--Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight (s) specified by the flight instructor; excludes proficiency flying.

- o Personal Flying--Any use of an aircraft for personal purposes not associated with a business or profession, and not for hire. This includes maintenance of pilot proficiency.

- o Rental Aircraft--Aircraft owned for the purpose of renting; commercial flying club, leased, and rental aircraft activity.

- o Other Work Use Any aircraft used for construction work (not included under Part 135), helicopter, hoist, towing gliders, or parachuting.

- o Other--Any other use of an aircraft not included above. (Example: experimentation, R&D; testing, demonstration, government).

Registered Aircraft--Aircraft registered with the Federal Aviation Administration.

Rental Aircraft--See Primary Use.

Supplemental Air Carrier--See Air Carrier.



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